



# KARTING

A U S T R A L I A



2016 Australian Karting Manual

National Competition Rules

# GALAXY

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# KA Manual 49th Edition

**Previous editions of this Manual have been published annually since 1966. This Manual is published with the full authority of the Australian Karting Association Ltd following the passing of the following resolution at a properly constituted meeting of the Board on 24th October 2015.**

"That the National Competition Rules as submitted to the Board be and are approved as the National Competition Rules of the KA as and from the first day of January, 2016. All previous Competition Rules in use in Australia, to the extent that such Rules conflict with the Rules presently submitted, being thereby superseded from that date."

A dynamic version of the 2016 KA Manual containing any changes to the Rules approved by the Board of KA Ltd from time to time will be maintained as current on the KA web site. It will have full regulatory value and effect.



# 2016 AUSTRALIAN KART CHAMPIONSHIP



ROUND 1 - DUBBO  
February 5-7



ROUND 2 - PUCKAPUNYAL  
March 25-27



ROUND 3 - MONARTO  
May 13-15



ROUND 4 - IPSWICH  
July 1-3



ROUND 5 - MELBOURNE  
September 23-25



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## KART

**DR01-KF (30mm)**

Homologation 31/CH/20

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**DR-C28-S**

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**DR-AR28**

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**DR-30C-Y**

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## Contents

### COPYRIGHT NOTICE AND CONDITIONS OF USE

### GUIDING PRINCIPLES OF THE AUSTRALIAN KARTING ASSOCIATION LTD. ("Karting Australia" or "KA")

The Board Of Directors AKA Ltd	10
Executive Commission	10
State Karting Councils – Presidents, Secretaries	11
National Office	13
State Offices	13
Appointed National Officials & Coordinators	17
Appeal Courts	17
Definitions	21
Administrative Procedures	25

## **GENERAL RULES 28**

CHAPTER 1	Standing Regulations	29
CHAPTER 2	Fees	36
CHAPTER 3	Insurance	36
CHAPTER 4	Circuit and Track Requirements	37
CHAPTER 5	Competitions in General	42
CHAPTER 6	Emergency and Medical Services	43
CHAPTER 7	Officials and their Duties	44
CHAPTER 8	Offences	53
CHAPTER 9	Penalties	56
CHAPTER 10	Infringement Notice	63
CHAPTER 11	Hearings	65
CHAPTER 12	Protests	67
CHAPTER 13	Tribunals	70
CHAPTER 14	Appeals	77

## **COMPETITION RULES 81**

CHAPTER 1	General Competition Rules	82
CHAPTER 2	Flag / Light Signals	91
CHAPTER 3	Code of Driving Conduct on Karting Tracks	94
CHAPTER 4	Competition Licences	98
CHAPTER 5	Competition Levels & Structure	109



## Contents

<b>TECHNICAL RULES</b>	<b>124</b>
CHAPTER 1 Australian Kart Formula	125
CHAPTER 2 Homologation Procedures	143
CHAPTER 3 Fuel	144
CHAPTER 4 Tyres	146
CHAPTER 5 Noise Control	148
CHAPTER 6 Scrutineering and Technical Conformity	150
CHAPTER 7 Apparel	160
<b>CLASS RULES</b>	<b>168</b>
CHAPTER 1 Cadet 9	169
CHAPTER 2 MicroMax	172
CHAPTER 3 Cadet 12	174
CHAPTER 4 MiniMax	177
CHAPTER 5 KA4 (Previously National)	179
CHAPTER 6 KA3 (Previously Clubman)	182
CHAPTER 7 Junior Performance	186
CHAPTER 8 Junior Max	190
CHAPTER 9 KA2 (Previously KF3)	192
CHAPTER 10 TaG 100	194
CHAPTER 11 X30	196
CHAPTER 12 Rotax 125	198
CHAPTER 13 TaG 125 Restricted	200
CHAPTER 14 TaG 125	203
CHAPTER 15 DD2	206
CHAPTER 16 KA1 (Previously KF2)	208
CHAPTER 17 KZ2 (Includes KZ3)	210
CHAPTER 18 Open Performance	212
CHAPTER 19 Sportsman	215
CHAPTER 20 Vintage Karting	217
CHAPTER 21 Endurance Karting	222
CHAPTER 22 Speedway Karting	244
CHAPTER 23 Dirt Track Karting	255
CHAPTER 24 Long Track Karting	256
<b>2016 KA National Events Calendar</b>	<b>257</b>
<b>Life Members</b>	<b>258</b>
<b>Past National Executive Members</b>	<b>259</b>
<b>INDEX</b>	<b>261</b>



**LOOK WHAT'S COMING DOWN UNDER IN 2016**



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Director - Competition

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Director - Administration

**Philip Smith**  
Director - Finance

**Robert Crawford**  
Director - Technical

**Chris Styring**  
Director - Marketing

**Craig Denton**  
Director - Operations

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KA's Policies can be located at  
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Gary Light

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Brett Aird

**Northern Territory**  
Brenton Taylor

**Victoria**  
Russell White

**South Australia**  
Peter Fritz

**Tasmania**  
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Website: [www.kartingtas.net.au](http://www.kartingtas.net.au)

# THE PATHWAY TO SUCCESS



**VORTEX DV5  
KA1 AND KA2**



**IAME KA100  
REEDJET  
KA3 AND KA4**



**VORTEX  
MINI ROK  
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## **2015 AUSTRALIAN CHAMPIONS**

# **1**



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**National Flag**



**Green with Yellow Chevron Flag**



**Red & White Chequered Flag**



**Yellow Danger Flag**



**Green Flag**



**Blue Flag**



**Red Flag**



**Yellow with Red Stripes Flag**



**Blue & Red Double Diagonal Flag**



**Black & White Diagonal Flag**



**Black Flag**



**Black & Orange Disc Flag**



**White Flag**



**Chequered Flag**

## **APPOINTED NATIONAL OFFICIALS & COORDINATORS**

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## **APPEAL COURTS**

### **Australian Motor Sport Appeal Court (AMSAC)**

The Secretary

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Caulfield East VIC 3145

### **APPEAL TRIBUNAL**

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Penrith BC, NSW 2751

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KA Appeal Tribunal Secretary

Addressed to the host State Office Location  
as indicated in the Rules

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KA has become aware that in recent years other organisations have adopted parts of the Karting Manual and National Competition Rules for events not sanctioned by KA and without contributing in any way to the ongoing cost and responsibility for their ongoing development and updating.

For this reason the following conditions of use will apply to the 2016 Edition of the Karting Manual and National Competition Rules and all subsequent editions, releases and updates of them.

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1. The Australian Karting Association Ltd ACN 160 100 265 (AKA) trading as Karting Australia is the owner of the copyright and all other intellectual property rights in the Karting Manual and National Competition Rules. KA is the owner of the KA Trade Marks (whether registered or unregistered).
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6. KA may vary these conditions of use at any time by posting a copy of the varied conditions of use to its website at [www.karting.net.au](http://www.karting.net.au) and such varied conditions of use will apply to any documents downloaded from the website after such a notice is posted or any reproduction, adaptation or communication of a printed document made after that time.
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## **GUIDING PRINCIPLES OF THE AUSTRALIAN KARTING ASSOCIATION**

Karting Australia is the governing body for the sport of Karting in Australia.

The power and authority to organise and control the sport within Australia has been delegated to KA by the Federation Internationale de l'Automobile (FIA) through the Confederation of Australian Motor Sport (CAMS).

KA have as our broad based objectives to encourage competition from a young age at appropriate levels, to develop excellence and to increase participation in the sport of Karting.

The Board of KA hold as an imperative that our sporting competitions should be fun, fair, well run, and provide the best value for money that is achievable, in a quality environment where people can participate for the simple enjoyment of sport and to be able to strive for success at elite levels.

Sound principles of Board governance, administrative responsibility, decision making for a fit and proper purpose at National, State and Club levels, respectful, fairness and transparency in officiating and the conduct of the sport at all levels are matters that should not be taken lightly as to do so will alienate those who have a right and a desire to compete in Karting on a level playing field.

At all times the sport of Karting should have as its primary objective the achievement of the following functions and responsibilities:

- Increased participation in the sport through the development and implementation of proactive sport, club, community and member development programs;
- Implement a deliberate strategy to develop a consistent national regulatory regime across all areas of activity which facilitates participation in any state without any additional requirements;
- Establish and foster partnerships with key stakeholders for the betterment of the sport of Karting;
- Focus on increasing equity and diversity within the sport and organisation, including but not limited to youth, women, disabled, indigenous and culturally diverse groups;
- Contribute to the development of a National Infrastructure and Facilities Strategy to ensure the sport has access to facilities and venues of an appropriate standard into the future;
- Proactively engage with and contribute to the aims and objectives of the KA as contained within the KA Strategic Plan.



### ***Including National Competition Rules for 2016***

#### **Official Publication of the Australian Karting Association Ltd**

Unless stated otherwise herein, all references to the "KA", "AKA" and "Karting Australia" in this publication refer to the Australian Karting Association Ltd (ACN 160 100 265).

#### **Introduction**

Welcome to the third edition of the Australian Karting Association Ltd Karting Manual. This is also the 49th edition of the Manual that has been published annually since 1966 by the Australian Karting Association Inc.

On 1 September 2013 the control and management of Karting in Australia transferred from AKA Inc to a completely new management entity – AKA Ltd. While the names sound very similar the structure of the new company and our approach to the sporting side of the business and the business side of the sport are very different.

The Australian Karting Manual is an essential reference tool for all Officials, Competitors and their support teams. We will continue to provide all karters with a printed copy of the Manual that will be updated annually. A dynamic version which, maintained as current, will have full regulatory value and effect will also be maintained on our web site.

It is our intention to provide stability of regulations and to restrict changes to the Manual to a minimum during any year. If and when any changes are made during the year, the dynamic version of the Manual will be updated with adjustments made highlighted for the convenience of all users.

In addition to the Rules contained in the Manual there are a number of policy documents, standing orders and procedures that are complementary to the Rules and that are binding upon all participants in our sport. These are available online at [www.karting.net.au](http://www.karting.net.au)

This document has been compiled using the best available information. KA accepts no responsibility for any errors or omissions.

#### **Authority**

At a meeting of the Board of KA on on 24 October, 2015, it was resolved:

"That the National Competition Rules as submitted to the Board be and are approved as the National Competition Rules of the KA as and from the first day of January, 2016. All previous Competition Rules in use in Australia, to the extent that such Rules conflict with the Rules presently submitted, being thereby superseded from that date."

#### **Constitution**

A copy of the Constitution of the Australian Karting Association Ltd can be found at [www.karting.net.au](http://www.karting.net.au)

#### **Social Responsibility**

KA is an equal opportunity organisation which values diversity. We are committed to the health, safety and general well-being of all our members and personnel. The organisation is dedicated to providing a safe environment free from bullying, harassment, discrimination and abuse for all of our members, Competitors, Officials, administrators, volunteers and supporters.

KA is committed to ensuring that everyone associated with Karting activities complies with our Policies, including but not limited to our Member Protection Policy and Code of Conduct. KA adopts, and requires our Officials and administrators to adopt, a ZERO TOLERANCE approach to bullying, harassment, discrimination and anti-social behaviour.

KA's Policies can be located at [www.karting.net.au](http://www.karting.net.au)

## National Competition Rules

### DEFINITIONS

**Addendum:** A form listing further information which was not available when the Supplementary Regulations were written and to be read in conjunction with the Supplementary Regulations. These too must be approved by KA/SKC prior to distribution and cannot alter the previously issued Rules except for reasons of force majeure or safety. If there is less than 7 days before a Meeting, this may be issued in the form of a Bulletin at the Meeting, signed by the Stewards and all Competitors and Drivers notified.

**Advocate:** Somebody who pleads the cause of another before a hearing, tribunal or court.

**AKA:** Australian Karting Association Ltd trading as Karting Australia

**AMSAC:** The Australian Motor Sport Appeal Court: the final motor sport appeal tribunal for Australian nationals.

**ASN:** National Sporting Authority (Autorité Sportif Nationale). A national automobile club or other national body recognised by the FIA as sole holder of sporting power in a country.

**Australian Kart Formula:** The specifications for Karts under the heading set out in these Rules.

**Baulk Line:** The Baulk Line is the limit to which the Kart may be pushed.

**Board:** The Board of Directors of KA whom are appointed in accordance with the Constitution of KA

**Bulletin:** Bulletins are raised to inform Drivers of any changes to the Supplementary Regulations that have been made within a 7 day time period to prior to or during an Event.

These cannot change the previously issued Rules except for reasons of force majeure or safety. They must be posted on the notice board and all Drivers advised of the posting.

**CAMS:** The Confederation of Australian Motor Sport Ltd, the Board of the Confederation of Australian Motor Sport Ltd (the Board of CAMS) and any other person, commission, committee or body within the Confederation of Australian Motor Sport Ltd which holds an authorised delegation of power from the Board of the Confederation of Australian Motor Sport Ltd. CAMS is the ASN for Australia and its territories.

**Carburettor Jet:** A device that regulates the volume of fuel that passes beyond that point.

**Chassis:** Consists of the frame and components except the Tyres and engine.

**CIK-FIA:** (Commission Internationale de Karting) The organisation granted the power by the FIA to manage international matters concerning the sport of Karting.

**Circuit:** Circuit means a closed course, including the inherent installations, beginning and ending at the same point, built or adapted specifically for Karting. A Circuit may be temporary, semi-permanent or permanent, depending on the character of its installations and its availability to Competitors.

**Class:** A classification of Karts as determined by KA from time to time.

**Club:** A body organised to promote and foster the sport of Karting and which is affiliated with KA through an SKC.

**CMS:** the KA Competition Management System

**Compete:** A Competitor is deemed to have competed in a section of an Event if they have exited the out grid under direction from the grid marshal and proceeded past the Baulk Line under their own motive power, for a Competition.

**Competition:** A Competition is an Event in which a Kart takes part and which has a competitive nature or is given a competitive nature by the publication of results.

**Competition Licence:** A Competition licence is a certificate of registration issued by KA to an eligible member or body and which is necessary to enter a Competition. If issued to an individual it is valid only when held in conjunction with current membership of an affiliated Club.

- Such licence shall entitle the holder to participate only in Competitions in accordance with the limitations attaching to the particular licence.

- The holder of a KA licence is deemed to know and be bound by these Rules
- A CIK-FIA international licence issued by KA or another ASN is valid for international Competitions in accordance with the ISC.
- A Competition licence issued by another ASN is acceptable for Australian national Competitions as provided by any border agreement approved by the FIA.
- The benefits and privileges of KA licence are available to the holder only at activities conducted under these Rules and opportunities offered by KA

**Competitor (previously referred to as “Entrant”):** A person or body who holds a competitor’s licence acceptable to KA, which may include a Driver, and who has entered a Competition.

**Control Line:** A line at the crossing of which by a Kart, timing or other performance criteria are determined.

**Course:** The route to be followed by Karts in a Competition.

**Cylinder Volume:** The volume swept in cylinder or cylinders by the upward or downward movement of the piston or pistons in such cylinder or cylinders. Cylinder volume shall be expressed in cubic centimetres. For all calculations relating to the Cylinder Volume of engines the symbol  $\pi$  will be regarded as 3.1416.

**Data Logger:** Any device that can store information to be retrieved at the end of a Competition.

**Division:** A part of a Class based on weight or age or some other factor as determined by KA from time to time.

**DNS (Did Not Start):** A competitor is deemed to be a DNS if they have not satisfied the definition of compete.

**DNF (Did Not Finish):** A competitor is deemed to be a DNF if they have not completed the required number of laps in Heats, pre final or final, or greeted by the chequered flag to signify the completion of that section of the Event, unless competitor was shown the blue and red double diagonal flag

**Driver:** A person holding a licence acceptable to KA and entered to drive a Kart in a Competition.

**Event:** An Event may include one or more Competitions and/or Vintage Events, which may comprise practice and qualifying sessions, Heat/s and a final or may be divided in some similar manner, but must be completed by the end of the meeting.

An Event is considered to have begun as from the time scheduled for the beginning of administrative checking and/or scrutiny and shall include practice and the Competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearings; or
- end of administrative checking and post-Event scrutiny carried out in accordance with these Rules

**Exclusion:** means the Competitor, Driver, Kart or person so sentenced shall be removed from the results of and/or prohibited from further participation in one or more Competitions at a Meeting. In each case Exclusion shall entail the forfeiture of the entry fee. An appeal against a sentence of Exclusion shall not set aside such sentence pending determination.

**FIA:** Federation Internationale de l’Automobile

**Field:** Consists of a Class or Classes on the Track at that time.

**Finishing Line:** The final control line of a competition Track.

**Force Majeure:** is circumstances over which organisers, Competitors or Drivers have no control and which involve the impracticality of the Competition continuing.

**Frame:** Welded main tube structure and applicable rails in the manufacturer’s specifications and the Rules

**Handicap:** The method laid down in the Supplementary Regulations with the object of equalising the results of a Competition.

**Heat:** One of a series of races in which the combined results of the Heats shall determine the leader at that point.

**Homologation:** Is the certification of the technical specification for an engine or component, which shall

include a Homologation Document or Technical Specification Document which can be found on the KA website at <http://www.karting.net.au/administration/technical>.

**ISC:** International Sporting Code of the FIA.

**Kart:** An automobile complying with the specific requirements of these Rules.

**KA:** Australian Karting Association Ltd trading as Karting Australia

**KA Calendar:** The National calendar of Events approved by KA on an annual basis that may require the issuing of a KA Organising Permit

**KA Tribunal:** Is an independent tribunal appointed and empowered in accordance with KA Policy ES-016.

**Licence Number:** The number allotted by KA to the holder of a licence, which is entered on a register.

**Licence Holders' Register:** The list held by KA of licence holders.

**Maximum/Minimum:** References of Maximum or Minimum mean the absolute dimension for that item.

**Meeting:** An assembly of Competitors and officials including one or more Competitions or several record attempts.

**OEM:** Original Equipment Manufacture - Item must be the same as samples held in the KA National Office and must conform to the specifications in these Rules

**Official:** means any person who holds an Officials Licence issued by KA and who may be appointed from time to time by KA or by the Organisers of the Meeting.

**Official's Licence:** A licence issued to an accredited person in accordance with these Rules

**Organiser:** The Organiser is the person or body having responsibility for the organisation of a Meeting including but not limited to technical and sporting matters in accordance with these Rules.

**Organising Permit:** A document issued by KA or the SKC authorising the organisation of a Competition under these Rules.

**Organising Committee:** The Organiser shall appoint an Organising Committee which shall consist of at least three persons invested with all necessary powers for the organisation of the meeting and the enforcement of Supplementary Regulations save that for Club meetings, the Organising Committee may consist of fewer persons.

**Paddock:** An area within a Circuit where all Karts entered for a Meeting will be accommodated whilst not Competing during a Meeting and in which work to prepare a Kart for Competition will be undertaken.

**Parc Fermé:** An area secured by the Organiser for the purpose of isolating and checking automobiles for technical compliance with the Rules. Each Parc Fermé shall be of sufficient size to accommodate all Karts which are to be isolated. It shall be clearly delineated and controlled by officials appointed for that purpose so that only authorised persons can gain access. No repairs, replenishments, servicing or other work may be carried out on any competing Kart within Parc Fermé unless explicitly provided for and then only under the supervision of the Officials.

**Program:** An official document prepared by the Organiser of a meeting which includes details of the Competition. A program is obligatory for all National Championship, National Series and State Championship Meetings

**Promoter:** Except where the Promoter is also the Organiser, the Promoter of an Event shall be a person or body with responsibility for financial and commercial matters only. A Promoter who is not also the Organiser shall not intervene during a Meeting in respect of matters covered by these Rules.

**Prosecutor:** A person who institutes or conducts an official prosecution.

**Race:** a Competition held on a closed circuit between two or more Karts, running at the same time on the same Course, in which the result is determined either by the order in which the Karts cross the finish line after completing the specified number of laps, or by the distance covered in the specified time.

**Race Track Area:** Inside main safety fence.

**Record:** The best result obtained in particular conditions prescribed by the regulations and will be one of the following types:



- **Local Record:** a record established on a permanent or temporary Track approved by KA whatever the nationality of the competitor.
- **National Record:** a record established in conformity with these Rules within the territory of KA, or within the territory of another ASN with the prior authorisation of the latter. A national record shall be a class record or an absolute record.
- **International Class Record:** the best performance accomplished under the ISC in a determined class or group.
- **World Record:** a record recognised by the FIA as the best performance achieved by an automobile irrespective of category, class, group or any other means of subdivision.

**Rules:** mean all the provisions of the Karting Manual together with all Schedules and Appendices, including but not limited to the Homologation Documents, Supplementary Regulations, Addendums, Further Supplementary Regulations, Bulletins, Instructions, and the ISC.

**SKC:** A State Karting Council which has affiliated with KA and which is delegated with certain powers to administer Karting in such State or Territory.

**SKC Calendar:** The calendar of Events approved by an SKC on an annual basis that may require the issuing of an SKC Organising Permit

**Sprint Race:** A race on a circuit not exceeding 1.7 kilometres per lap in distance

**Standing Order:** A document approved by the Board which states the manner in which a Commission, Functional Committee or Appointed Official is appointed, their respective duties and responsibilities consistent with Clause 8.1 of the Constitution of KA.

**Start:** The start is the moment when permission to start is given to a Driver or to several Drivers starting together.

**Starting Line:** The first control line of a competition Track.

**State Regulations:** A set of regulations in a format designated by KA, that are consistent with the National Competition Rules and the International Sporting Code and that are specific to Competition sanctioned by the State Association (State, Zonal and Club Competition.) All State Regulations must be promulgated by a State Association and approved by KA. Should there be a conflict between the Rules and the State Regulations, the Rules will prevail. In 2016, such approval from KA must be received prior to the first occasion on which they shall be applied. In subsequent years such approval from KA must be received prior to 1 December for implementation in the following year.

**Stock:** Stock standard, no modifications. Must be same as the samples held in the KA National Office and must conform to the specifications in these Rules.

**Supplementary Regulations:** A compulsory official document approved by KA for Events on the KA Calendar or by the SKC for all other Events and issued by the Organiser of a sporting competition with the object of specifying the details of the competition. Such regulations shall not be contrary to these Rules.

**Telemetry Aids:** Any device that relays information from the Kart to another party whilst the Kart is in motion.

**Track:** A permanent Course (being an agreed Track defined by a single line, curbs and ripple-strips at each side of the course) or a temporary Course (being an agreed Track defined by temporary markings, barriers, or as defined by the organisers) used for Competitions, including record attempts

**Track Licence:** The certificate of registration of a Track suitable for Kart Competitions. No Competition shall be permitted on any Track in respect of which such licence has not been issued by the SKC.

**Tribunal Registrar:** The person designated by KA in each State to arrange Tribunals

**Tyres:** An approved new or used tyre is one of the same type.

**Vintage Event:** Includes Practice, Parades, Demonstrations and Time Trials for karts complying with Vintage Karting Class Rules.

**Wet Weather Tyre:** An approved Tyre specifically manufactured for wet weather use.

**Year:** A Calendar Year which commences 1 January and concludes 31 December.

## **ADMINISTRATIVE PROCEDURES**

### **A1 Communications must follow the official path:**

- a) Official communications should be in written form.
- b) Communications from State Associations to and with KA will generally (in the first instance) be through the KA National Office.
- c) Communications From Clubs  
From Club member to Club Secretary, from Club Secretary as official correspondence (on letterhead) to State Office, if concerning KA level issues, then as official correspondence (on letterhead but sent by email) to the KA National Office for forwarding to the bodies involved.
- d) Communications From Officials  
From the Official to the State Officials Coordinator to State Office, if concerning KA level issues, then as official correspondence (on letterhead but sent by email) to the KA National Office for forwarding to other bodies involved.
- e) Replies are to follow reverse procedures.
- f) Any Director/s of the Board and/or the CEO may at their absolute discretion initiate communication directly with any person, entity, Club or State Association.
- g) Under exceptional circumstances, communications may occur at other levels of Karting which do not comply with this Rule. When this occurs, all replies should be in accordance with Rule A1 unless Privacy legislation or any other legislation or Karting policy may be breached.
- h) All other communications with KA are to be directed to the CEO.

### **A2 General**

- a) KA shall be the sole sporting authority entitled to make and enforce Rules for Karting activities conducted in Australia based on the fundamental principles of safety and sporting fairness, for the encouragement and control of Karting Competitions, and to organise the Australian Kart Championship.
- b) So that the above powers may be exercised in a fair and equitable manner KA has drawn up the Rules, which includes all appendices thereto. The purpose of these Rules is to regulate, encourage and facilitate Karting activity in Australia.
- c) The Rules will never be enforced so as to prevent or impede a Competition or the participation of a Competitor, save where KA concludes that this is necessary for the safe, fair or orderly conduct of Karting.
- d) Unless expressly authorised by the Constitution of KA and these Rules, no interpretation, modification or change to anything whatsoever, referred to in these Rules is permitted.

### **A3 Commencement and Duration**

- a) The provisions of these Rules take effect on 1 January 2016 and will continue unless amended by KA.
- b) Upon taking effect, these Rules will supersede and replace any previous Rules or regulations (however described) relating to Karting Competitions authorised by KA
- c) Any ruling, advice or exemption provided by the KA or any KA authorised personnel prior to 1 January 2016 will be superseded by these Rules

#### **A4 Interpretation**

In the provisions of these Rules, and in general use, unless the context otherwise requires:

- a) Reference to “these Rules” will include any amendment or variation of them.
- b) The singular includes the plural and vice versa.
- c) Words importing a gender include any gender.
- d) A reference to any thing, including but not limited to any amount, is a reference to the whole of it.
- e) References to a person include corporations and bodies politic;
- f) References to a person include the legal personal representatives, successors and permitted assigns of that person;
- g) A reference to the exercise of a function includes where the function is a power, authority or duty, a reference to the exercise of the power or authority or the performance of the duty.
- h) Headings are for convenience only and do not affect the interpretation of these Rules.
- i) Unless stated to be otherwise, a reference to any amount of money is exclusive of the Goods and Services Tax defined in A New Tax System (Goods and Services Tax) Act 1999 which may apply to any such amounts.
- j) Other than during the course of a Meeting, where a time limit expires on a Saturday, Sunday or such other day gazetted as a public holiday in the country, State or Territory concerned, as a result of which a person required by these Rules to comply with a time limit is unable to so comply, the time limit will be deemed to be extended to the next working day after the day on which the time limit was to expire.
- k) The final text for these Rules shall only be the English version which will be used should any dispute arise over their interpretation.

#### **A5 National Technical Commissioner**

- a) The National Technical Commissioner is appointed by the Board in accordance with the Standing Order.

#### **A6 National Track Safety Inspector**

- a) The National Track Safety Inspector is appointed by the Board in accordance with the Standing Order.

#### **A7 National Officials Coordinator**

- a) The National Officials Coordinator is appointed by the Board in accordance with the Standing Order.

#### **A8 National Medical Officer**

- a) The National Medical Officer is appointed by the Board in accordance with the Standing Order.

#### **A9 CIK-FIA Delegate**

- a) The CIK-FIA Delegate is appointed by the Board in accordance with the Standing Order.

#### **A10 National Prosecutor**

- a) The National Prosecutor is appointed by the Board in accordance with the Standing Order.

#### **A11 National Tribunal Registrar**

- a) The National Tribunal Registrar is appointed by the Board in accordance with the Standing Order.

## **A12 Commission and Functional Committees**

The Board has established an Executive Commission and a number of Functional Committees outlined in this Rule to assist in providing a process driven governance structure for KA. The Standing Orders for the Executive Commission and each Functional Committee is available at [www.karting.net.au](http://www.karting.net.au)

- a) Governance, Finance and Risk Management Committee
- b) Communications and Marketing Committee
- c) National Technical Committee
- d) Events and Sporting Committee
- e) National Safety Committee
- f) National Officials Committee
- g) Executive Commission

## **A13 Duties and Obligations of State Karting Councils (SKC's)**

The duties and obligations of SKC's will include:

- a) To ensure compliance with the Constitution of KA, all Board Policies and Procedures, Standing Orders of KA and these Rules
- b) distribution of issued Organising Permits
- c) distribution of issued Licences and upgrades
- d) issuing of Organising Permits, Track Licences and conducting Track inspections
- e) forwarding correspondence as required to all members
- f) remittance of monies collected on behalf of KA
- g) training of Officials
- h) maintaining a list of members from each particular state or territory
- i) acting as a conduit between members, Clubs and committees of management
- j) acting as tribunal registrars
- k) archiving of records
- l) production of a calendar for each state or territory
- m) promotion and marketing of the sport generally within each state or territory
- n) issuing of gauges and other technical equipment
- o) being a central reference point for all Clubs within a particular state or territory
- p) obtaining grants and other funds through state governments and other like organisations
- q) enforcing the Rules within each state or territory
- r) co-ordinating Karting within each state or territory on behalf of KA
- s) any other matter in the discretion of the Board



# General Rules



## CHAPTER 1

### **Standing Regulations**

#### **Preamble**

These are the Standing Regulations of KA. The object of these Rules is to ensure that the conduct and promotion of the sport of Karting in Australia is carried on in a manner which enhances and secures the safety of all participants including spectators, Officials and Competitors, and which encourages the sport to be competitive and fair for all who take part.

#### **1 Authority**

The Board has promulgated these Rules for the control of the sport of Karting under its authority in Australia. Karting will be organised in Australia by KA as the delegated body or, by other Promoters approved by KA.

#### **2 Application**

These Rules shall govern all practice and Competitions in which Karts as hereinafter defined shall take part.

#### **3 Spirit and Intent**

In accordance with the Constitution of the KA, these Rules will be periodically reviewed to ensure safer and fairer competition for all participants.

#### **4 Competitors to be Conversant with the Rules**

Competitors, Drivers and participants in general are required to be fully conversant with these Rules or instructions governing any activity and are (by reason of their entry therein) definitely bound by the Rules.

#### **5 Bound by the Rules**

By entering a Meeting, each Competitor, Driver, pit crew and participant in general agrees to abide by these Rules and all KA policies and procedures including but not limited to the Supplementary Regulations, and Bulletins pertaining to that Meeting and recognise as the only authority the Officials of that Meeting.

Officials of any Meeting shall have (and exercise) their powers during the entirety of the Meeting. All KA licence holders, whether competing or not, are bound by the Rules and all KA policies and procedures at all times when attending KA sanctioned activities.

Competitors and Drivers will at all times be responsible for the conduct of their crews, including those who hold a KA licence, and any offence committed by a crew member will be chargeable directly to the Competitor and/or Driver and/or the crew member. A Driver's parent / guardian in the pit / paddock area will be automatically classed as a crew member.

#### **6 Acquaintance with and Submission to Rules**

Each person or group of persons organising a Competition or taking part therein, including but not limited to Competitors, Officials, category managers, Promoter, Organiser and circuit operator:

- a) shall be deemed to be acquainted with the Constitution of KA and the Rules;
- b) shall undertake to submit themselves without reserve to the above and to the decisions of the KA and to the consequences resulting therefrom; and
- c) acknowledges that the Rules are:
  - made in the best interests of Karting activities in Australia;
  - necessary and reasonable for the purpose of protecting and promoting Karting;
  - necessary and reasonable for the purpose of establishing safety regulations; and
  - made in the public interest.

Each person, body or group of persons acknowledges and agrees that this clause may be pleaded as an absolute bar to proceedings, suit or action against the KA; and

- a) agrees that they will not become a party to any proceedings, at law or equity, against the KA, its Officials or any other persons subject to the Rules, until all remedies allowed by the Constitution of KA, the Code of Conduct and the Rules have been exhausted, save with the prior written consent of the KA; and
- b) in case of non-compliance with these provisions, any person or group which organises a Competition or takes part therein, may have any KA licence which has been issued to them withdrawn.

## 7 Competition Types

A Competition shall be one of the following kinds:

- a) International: a Competition which:
  - Is open to Competitors and/or Drivers holding a CIK-FIA international licence;
  - Is organised by KA, or at the sole discretion of KA is delegated to another body or entity.
- b) National: a Competition which:
  - has been entered on the KA National calendar;
  - is open only to the holders of the relevant licence issued by or acceptable to KA;
  - is organised by KA, or at the sole discretion of KA is delegated to another body or entity;
  - may be a **National Championship, National Series, State Championship, National Trophy or National Cup** or a round thereof or any other Competition.
- c) State: a Competition which:
  - has been entered on the SKC calendar;
  - is open only to the holders of the relevant licence issued by or acceptable to KA;
  - is organised by the SKC, or at the sole discretion of the SKC is delegated to another body or entity.
  - **may be a State Series or State Cup.**
- d) Zonal: A Competition which:
  - **has been entered on the SKC calendar;**
  - **takes place within a designated a region of a State or Territory as approved by the SKC**
  - **is open only to the holders of the relevant KA licence;**
  - **may be a Zonal Championship or Zonal Competition;**
  - **will not be nor form part of any National Meeting or State Meeting.**
- e) Club: a Competition which:
  - **has been entered on the SKC calendar;**
  - **takes place at a Club that is affiliated with that State;**
  - **may be a Club Championship or general Club Competition;**
  - ~~is open only to the members of the organising Club or of any explicitly named invited Club and who hold the relevant KA licence;~~
  - **may will not be nor form part of any National Meeting, State Meeting or Zonal Meeting;**
  - ~~does not apply to a State Championship or State Series.~~

KA may, in special circumstances, vary the applicable status level of a Competition up or down from what would generally be expected from the criteria above. This may be for the application of Organising Permit conditions or fees, for the application of safety conditions, or for some other reason considered appropriate.

A Meeting made up of a number of Competitions will normally take its status level from the highest status of Competition at the Meeting. Competitions within the Meeting may have lower status levels applied to them for the purpose of licences, conditions or application of other Rules.

## **8 State Regulations**

State Regulations may be applied to State, Zonal and Club Competition.

## **9 Organising Permit; Necessary Permission and Approval**

No Competition shall be held under these Rules unless KA or the SKC (where required) has signified its approval by granting an Organising Permit, with or without an Organising Permit Fee, or the Competition is of a kind in respect of which KA or SKC may attach conditions to the granting of an Organising Permit or decline to grant or may withdraw an Organising Permit without stating a reason.

Every application for an Organising Permit shall be made electronically via the CMS, complete with attached Supplementary Regulations. It must be lodged with the Secretary of a SKC at least one (1) month before the proposed Meeting.

## **10 Announcement of Jurisdiction**

Meetings will be held in accordance with these Rules. All Supplementary Regulations and programs for all Kart Competitions shall bear conspicuously the announcement: - "Held under the International Sporting Code of the FIA, and the Rules of Karting Australia".

## **11 Format of Racing and Determination of Results**

Supplementary Regulations for all Meetings shall specify the format and schedule of racing and the method of determination of results.

## **12 Track Licence**

A Track Licence is issued annually by the SKC after approval has been granted by the State Track Inspector. A Track Licence is a certification that allows the circuit to be used by KA Licenced Drivers for practice and /or approved Competitions. A current Track Licence empowers the relevant SKC / Club or Licenced KA Officials to enforce these Rules at all times whenever the circuit is used for practice and / or approved Competition.

Clubs that do not have a Track Licence but that hire their circuits may apply to their relevant SKC for a practice permit as and when required.

## **13 Insurance**

It shall be mandatory upon each Organiser, Official, Competitor Driver, pit crew member and voluntary worker who are covered by the KA's Personal Accident Insurance Policy to comply without exception with such requirements regarding insurance as prescribed by KA.

## **14 Fees**

The scale of fees payable shall be such as are determined from time to time and are available as referred to in these Rules

## **15 Duration of a Meeting**

A Meeting commences at the commencement of the first date specified on the Organising Permit and ceases at the expiration of the final date specified on the Organising Permit. During this entire period, the appointed Officials of the Meeting shall have and exercise their powers.

## **16 Entries**

Entry to all Meetings must be by use of the plastic KA licence swipe card in conjunction with the CMS for identification and confirmation of entry.

## **17 Acceptance of Entry**

The Organisers reserve the right to reject any entry without giving any reason whatsoever or to attach conditions to acceptance of an entry. These conditions must not be contrary to the Rules. KA or an SKC may direct the Organisers to accept an entry.

**18 Scrutineering**

- a) Each Kart shall have affixed to it a correct scrutineering sticker or identifying mark supplied for that Meeting as stipulated in these Rules.
- b) A Kart involved in an incident may be required to be re-scrutineered in accordance with these Rules.
- c) A Kart may be inspected by a Scrutineer during a Meeting in accordance with the provisions of these Rules.

**19 Kart Formula**

All Karts must comply with the Australian Kart Formula and relevant Class Rules at all times during all practice and Competitions.

**20 Weights**

Class weights are as raced at the time of weight measuring and are detailed in the relevant Class Rules

**21 Running in an engine**

When a Competitor is 'running in' an engine during practice they must display a diagonal red cross over their race number on the rear number plate. This cross must go from corner to corner of the number plate and be clearly visible.

**22 Withdrawal from a Competition**

Should a Competitor decide not to compete in a section of a Meeting for which they have entered, it is a requirement that they immediately notify the Grid Marshal, whose responsibility it shall be to notify the other relevant Officials.

**23 Advertising**

Advertising is allowed on Karts or Driver's overalls or helmets, subject to the following conditions:

- a) A sign or advertisement must be permitted by Australian Law.
- b) No sign or advertisement is permitted to obscure the competition number background.
- c) No numerals are permitted. KA Promotional material is exempt.
- d) No sign or advertisement which is deemed to be indecent or offensive will be permitted. The Stewards of the Meeting shall have the sole responsibility for defining 'indecent and/or offensive'.

Apart from the above requirements the style, size, number, location and subject matter of advertising on Karts shall be free.

The Clerk of the Course and the Stewards of the Meeting can direct that a sign be removed or covered if they consider it contravenes any of the above Rules. Their decision shall not be subject to appeal in respect of that Meeting.

**24 Unauthorised Competitions**

KA licence holders participating in events not authorised by the KA will forfeit all entitlements contained within their KA licence during or arising from that Event.

**25 Alteration to Competition**

Unless otherwise stated in the approved Supplementary Regulations of a Meeting, the Organisers reserve the right at their sole discretion to abandon, postpone, cancel or alter the race distance of any Competition(s).

- a) Cancellation (the proposed Meeting or Competition never taking place) In the case of the cancellation of a Meeting or a Competition forming part of a Meeting entry fees shall be returned.
- b) Postponement (the Meeting or Competition cannot begin or be completed on the proposed date). In the case of a postponement for more than 24 hours, entry fees shall be returned on a written request (e.g. email / letter / fax) by the Competitor within 14 days from the postponement. If this has not been received, the Competitor will be re-entered into the re-scheduled Meeting. KA, an SKC, Promoting Club and Stewards of the Meeting have the authority to order postponement

and they may only do so for reasons of safety or Force Majeure. Supplementary Regulations for Meetings postponed for more than 14 days can be altered and re-issued to allow for changes of Officials, entries and timetables.

- c) Abandonment is the act of giving up before completion of the Meeting or a Competition forming part of a Meeting, and, if possible, results are declared. Only the Stewards of the Meeting have the authority to order abandonment and they may only do so for reasons of safety or Force Majeure. Where no result can be declared or abandonment is for more than 50% of the scheduled Competitions, then the entry fees shall be returned.
- d) Alteration of Race Distance  
For all Meetings, the Stewards of the Meeting and Clerk of the Course, in conjunction with the Promoting Club and where applicable the category manager, may reduce the original specified race distance prior to the commencement of a race. Drivers must be notified and a Bulletin issued.

## **26 Distribution of Prizes**

- a) The distribution of prizes should not commence until one (1) hour after the completion of Competitions in that Class.
- b) A prize should not be distributed until:
  - (i) any Protest is finalised; or
  - (ii) any Appeal is finalised or
  - (iii) the time for appeal has expired without any notice of appeal having been lodged.
- c) Any list of results and prizes published prior to the expiration of time for the lodgement of Protests or Appeals must be stated to be 'provisional'.
- d) A prize distributed prior to the list of results being final, must be returned to the Organiser immediately if they are no longer eligible for the prize once the list of results become final.

## **27 Fuel Sample**

Fuel samples may be taken as required, by methods as described in these Rules.

## **28 Change of Chassis**

Replacement of Chassis shall be permitted, if after inspection by Stewards of the Meeting and/ or Scrutineers it is determined that the damage to the original Frame is beyond repair in the time available, prior to the next Competition. Drivers receiving a replacement Chassis will be required to start at the rear of the grid in the next section of their Competition when using the replacement Chassis. The replacement Chassis must be scrutineered for compliance with Kart specifications and the Rules.

## **29 Engines**

The only engines which may be used on a Kart are those indicated in the Rules and which are further defined in the relevant Class Rules.

## **30 Tyres**

- a) The only Tyres which may be used on a Kart are those indicated in the Rules and which may be further defined in the relevant Class Rules.

## **31 Parity**

KA may undertake parity reviews from time to time throughout a Year. Should a perceived disparity arise that requires a review of the parity between Karts competing in a Class, such matter may be reviewed by KA at any time.

## **32 Consumption of Alcohol/Drugs**

- a) Consumption of alcoholic beverages in the paddock, Parc Fermé or any other portion of the Competition venue under the control of the Officials is expressly forbidden until all practice or Competition activity is concluded for each day.



- b) Any Driver or crew member who is considered to have consumed any alcoholic beverage on the day of the Event or practice shall not be permitted to participate.
- c) Other than with the specific permission of a doctor, in writing and available for scrutiny, the use or consumption by any Driver or crew member of any medication, or item, known or expected to have a stimulant, depressant, sedative or tranquillising effect is prohibited for a period of 24 hours prior to the commencement of any Competition.
- d) A Competitor, Driver, pit crew or Official who, in the opinion of the Stewards of the Meeting, is affected by alcohol, medication, drugs or any other cause will be Excluded from the Meeting. The Minimum penalty for unauthorised use of medication or other item is Exclusion from the Competition.

### **33 Alcohol and Drug Testing**

The KA has adopted the Australian Sports Commissions policy on Drugs in Sport, which is in accordance with the FIA regulations. The IOC list of substances applies. Alcohol and marijuana are also prohibited. Refer [www.karting.net.au](http://www.karting.net.au)

As a condition of entry and officiating, Driver's and Officials may be tested at any time for the consumption of alcohol or illegal substances.

The KA recommends that Breathalyser Units be digital and self-calibrating. Breathalyser Testing Procedure and Timetable:

- a) Testing as per instructions with the Breathalyser Unit.
- b) If positive (excess of 0.01 mg/100ml) then
  - (i) record the reading and time of test
  - (ii) chaperone the person until a further test can be taken twenty (20) minutes after the first test
  - (iii) record the second result and time of test If both tests are positive (in excess of 0.01 mg/100ml)

### **34 Policies and Procedures**

Each Competitor, Driver, Official, any individual or entity participating in any KA activity must comply with the various Policies and procedures of KA. The Policies and procedures are available at [www.karting.net.au](http://www.karting.net.au)

### **35 Photographs and Images**

Photographs and images includes still and movie film photography, video, audio and digital recordings and footage.

KA has an ongoing promotional program which includes publicising and developing public awareness of Karting and the achievements of, and awards to, its members. From time to time, as part of that promotional program, photographs and images may be taken of participants, including individual members, at Karting activities and Meetings or at other activities which members attend as representatives of the KA. Such photographs and images may be taken by members of the KA and by related 3rd parties (including parents and other persons associated with local Karting Clubs) or other authorised 3rd parties (including press photographers and television camera operators). When you (or your child) become a member of KA you agree that you have no claim in copyright to, or claim to monetary compensation for, such photographs and images and that KA retains the right to publish any such photographs and images for the promotional program and/or for training purposes, whether internally or externally, and to provide such photographs and images for use in newspapers, magazines, television broadcasts, and on appropriate websites or other media including for the purposes of advertising and commercial purposes. You also consent to KA using those photographs and images for any such appropriate purpose without the need for any further permission or consent from you.

The release of such photographs and images may include the name of a member and the name of the Club or State to which that member belongs as well as some information about the activity. This policy shall apply with the exception that any member, being an adult or with the written authorisation of their parent or guardian, not wishing their name and Club/State included with such photograph and images, shall notify the State Office in writing. In such case KA will take all reasonable steps to ensure that such information is not included with any photographs and images that are released.

### **36 Penalties**

Penalties for a breach of these Rules, will be applied in accordance with these Rules.

## CHAPTER 2

### Fees

The fees payable to KA or to your State Association shall be as follows or as may be as announced by KA from time to time.

Permit Fees	
Australian Kart Championship Event	\$1,545.00
National Series Event - Rotax Pro Tour	\$1,134.00
National Cup Event	\$1,000.00
National Trophy Event	\$800.00
National Dirt Championship Event	\$310.00
State Kart Championship Event	Refer to your State Association
State Series Event	
State Cup Event	
Zonal Championship / Cup Event	
Club Competition	
State Kart Championship (Dirt) Event	
Temporary Circuit Event	\$567.00
Licences	
KA Licence A, B, C, D Grade - Renewal (Including Insurance)	Refer to your State Association
KA Licence A, B, C, D Grade – New (Including Insurance)	
KA Licence E Grade (Practice and recreational) – New or Renewal (Including Insurance)	
International Sprint Kart Licence	\$300.00
International Sprint Kart Licence Upgrade	\$150.00
Trans Tasman Visa	\$65.00
Endurance Licence – Renewal (Including Insurance) A, B, C, D Grade	Refer to your State Association
Endurance Licence – New (Including Insurance) A, B, C, D Grade	
Endurance Licence – Single Event (Including Insurance)	
Vintage Licence - (Including Insurance)	
Judiciary	
Protests From any Competition	\$100.00
Appeal (Tribunal – State, Zonal and Club Level Meetings)	\$650.00
Appeal (Tribunal – National Level Meetings)	\$3,100.00
Appeal to AMSAC	Refer to CAMS
Track Development Fund Levy	
Applies to all entries at all Events	\$3.00 Per entry (no GST)

(All fees are inclusive of 10% GST where applicable)

## CHAPTER 3

### Insurance

Details on the insurance policies maintained by the KA can be found at [www.karting.net.au](http://www.karting.net.au)

Reference should be made to the insurance policy documents for specific details of coverage, terms and conditions.

Please note in all circumstances the terms and conditions of the respective insurances policies prevail.

## CHAPTER 4

### Circuit and Track Requirements

#### 1 General

- a) A circuit must hold a current Track Licence to hold a Meeting.
- b) Each circuit will be assessed and graded for suitability to host a National, State **Zonal** or Club level Meeting.
- c) A Track must only be used in the direction indicated on the Track Licence. The Track Licence will be automatically invalidated if a Track is used in a direction or layout not indicated on the Track Licence.

#### 2 Club Safety Officers

- a) Each Club is to appoint a Club Safety Officer who is responsible for Track safety.
- b) A Club Safety Officer will work in conjunction with the State Track Inspector to maintain the safety requirements of a Track.
- c) It is recommended that the Club Safety Officer is not a member of the Club Executive.

#### 3 Annual Inspection

- a) A circuit will be inspected annually by the State Track Inspector, prior to approving the issue of the Track Licence.
- b) A circuit will also be inspected following any Track alterations prior to issuing an amended Track Licence.
- c) A State Track Inspector will assess existing circuits on their merits and will advise each Club of any necessary upgrading over a period of time to maintain and improve the safety standard of the Track.
- d) The Track Licence is to be displayed on the Official Notice Board and be maintained in a legible condition.
- e) **A State Track Inspector may not certify a Track operated by a Club of which the State Track Inspector is a member.**

#### 4 Circuit Maintenance

- a) Routine Circuit Maintenance
  - (i) It is the responsibility of Stewards of the Meeting to check that normal routine maintenance has been carried out prior to a Meeting.
  - (ii) In the event that the Track conditions are not satisfactory, the Stewards of the Meeting will not permit Competition to commence and in exceptional circumstances stop Competition until the Track is to their satisfaction. The Stewards of the Meeting must report their actions to the Organiser and the SKC.
- b) Stewards Report
  - (i) The Stewards of the Meeting and the Clerk of the Course are to complete a Track inspection report, as part of the Stewards Report, prior to the commencement of Competition.
- c) Complex Log Book
  - (i) Each circuit is to have a duplicate log book, to be filled out at every Meeting with the duplicate attached to the Stewards report. This log book will include comments or recommendations on safety upgrades and/or maintenance by the State Track Inspector, Stewards of the Meeting, Clerk of the Course or Club Officials.
  - (ii) This log book is to be kept in the race secretary's office or Stewards' room.

**5 Baulk Line**

- a) The Baulk Line signifies the limit to which a Kart may be pushed. Before a Kart crosses this line it must be operating under its own motive power.

**6 Reaching Baulk Line**

- a) Karts that fail to start or need to be restarted before reaching the Baulk Line must be immediately removed from the Track or returned to the grid apron to start.
- b) Prior to attempting to restart a Kart, the Competitor must get permission from a Grid Marshal.
- c) Only one (1) additional attempt to restart is permitted.

**7 Acceleration Line**

- a) A Track will have a yellow line painted on the Track, at 90 degrees to the Track edge, approximately 25 metres prior to the start line which will be the acceleration line.

**8 No Mans Land**

- a) A Kart is not permitted to enter the 'no mans land' section of the Track before the starting signal is given.

**9 Start Line**

- a) The start line is the primary Control Line.

**10 Finish Line**

- a) The finish line is the final Control Line.
- b) The order in which a Kart completes a race will be judged to this line.
- c) In the case of timed qualifying using electronic means, the start and finish lines will be replaced by the beams or timing loops.

**11 Breakdown Lane**

- a) A Kart is permitted to drive to the breakdown lane for repairs during practice, roll up laps and racing and to re-join the untimed practice or Competition, under the instruction of the Grid Marshal.
- b) A Driver may receive assistance for repairs and restarting while in the breakdown lane.
- c) This area may be subject to Parc Fermé conditions and Karts will be restricted in their speed in the breakdown lane.
- d) If a Kart returns to the breakdown lane for mechanical repairs during the start procedure it may re-join the race even after the start signal is given.
- e) A Kart may only re-enter the race with safety and under the direction of an Official.
- f) Where the start line extends across the exit from the breakdown lane, a Kart that has come under starters orders, may start (commence their first lap) in the breakdown lane.
- g) Stopping in the deceleration lane is strictly forbidden.
- h) The breakdown lane may only be used during Competition when specified in the Supplementary Regulations for a Meeting.

**12 Parc Fermé /Paddock**

- a) The Parc Fermé area will come under control of the Chief Scrutineer.
  - (i) The Parc Fermé area will be of sufficient size to accommodate all Karts which are required to be isolated.
  - (ii) The Parc Ferme area will be used for no purpose other than its designated purpose during the Meeting.
  - (iii) A Competitor may only enter the Parc Fermé with the prior approval of an Official as a representative of the Chief Scrutineer.



- b) The Paddock area will come under the control of the Officials.
- (i) All Karts entered for a Meeting shall be accommodated within the defined paddock area whilst not Competing during a Meeting
  - (ii) It is forbidden to drive a Kart inside the boundaries of the paddock area.
  - (iii) Fuel which is stored in the paddock area must be stored in appropriate containers
  - (iv) Kart engines must be stopped prior to refuelling
  - (v) Kart trailers and specialised vehicles are permitted in the paddock area. The parking location of these trailers may be indicated in Supplementary Regulations, or will be in accordance with the instructions of the Officials.
  - (vi) The use of cycles, skateboards, scooters or similar are not permitted in the paddock area during a Meeting.
  - (vii) Smoking, welding or use of any open flame is not permitted within the paddock area.
  - (viii) All persons must hold a valid (Government issued) Driver's licence to drive a registered motor vehicle within the perimeter of any KA licensed premises.

### **13 Safety of Karters and Officials**

- a) All Officials and any other person permitted inside the Race Track Area must remain behind protective barriers at all times during on Track activity.
- b) The only people permitted inside the Race Track Area whilst Karts are on a Track are:
- (i) Stewards of the Meeting
  - (ii) Clerk of the Course
  - (iii) Flag Marshals - Maximum of two (2) per point
  - (iv) Starter/Assistant
  - (v) Medical Attendants
  - (vi) Authorised persons to assist a Driver
  - (vii) Photographers and other persons
    - In designated areas at the discretion of the Clerk of the Course and Stewards of the Meeting.
- c) The Clerk of the Course or Stewards of the Meeting may, if necessary, observe racing from a safe location even though a Tyre barrier may not be in that location. The time spent in this location must be no longer than necessary.
- d) In the absence of a specified protected area, Stewards of the Meeting must remain behind flag marshal protection whilst Karts are in motion.
- e) When inside the Race Track Area, a high visibility safety vest must be worn on the upper torso as a Minimum standard.

### **14 Radio Communications**

- a) At all National Championship, National Series and State Championship Meetings, the officials listed below must be supplied with a radio for communication and a headset.
- (i) Stewards of the Meeting
  - (ii) Clerk of the Course
  - (iii) Chief Scrutineer
  - (iv) Scrutineers
  - (v) Scale Marshals
  - (vi) Flag Marshals
  - (vii) Starter
  - (viii) Grid Marshals
  - (ix) Lap Scorers
  - (x) Medical Attendant

- b) At all other Meetings, the officials listed below must be supplied with a radio for communication and a headset:
  - (i) Stewards of the Meeting
  - (ii) Clerk of the Course
  - (iii) Scale Marshal
  - (iv) Starter
- c) The provision of a radio for communication and a headset is recommended for all other Officials.

## **15 Smoking and Welding**

- a) Smoking, (including the use of E-cigarettes), welding or use of any open/naked flame, or heating guns/heating devices are not permitted in the paddock.

## **16 Cleaning Fluid**

- a) Petrol is not permitted to be used as a cleaning fluid in the Paddock Area.

## **17 Temporary Circuit Guidelines**

- a) For information referring to Temporary Circuit requirements, contact the relevant SKC. KA recognises that it is not possible to construct temporary circuits in full conformity with these Rules however the safety rules will be used as a guide for the construction of these facilities.
- b) Night temporary street circuit Meetings may only be conducted if the Track and lighting can be inspected by the State Track Inspector and the National Track Safety Inspector at least three (3) months prior to the Meeting. Failure to pass at this inspection will be sufficient cause to cancel the Meeting.
- c) All inspection costs are to be the responsibility of the Promoters.
- d) Promoters shall, at least sixty (60) days prior to the date of the Meeting, furnish the State Secretary with three (3) copies of the proposed Supplementary Regulations (for transmission to KA) including names of all Officials, a detailed plan of proposed temporary circuit, together with the appropriate fee. Supplementary Regulations and entry forms are not to be issued until the approval of KA is given. For previously approved circuits with no changes to Track configuration, safety barriers or approved Classes, plans are not required to be submitted with the application.
- e) The application from the promoting Club must include the specific Classes to be run. SKC approval will depend on the circuit safety for Competitors and spectators and the State Track Inspector's opinion.
- f) A preliminary permit will be issued pending final circuit inspection and approval given by the Track Inspector(s) for the official permit to be put into place on the day of the Event. Track Inspectors are to endorse the Track Licence certificate on approval of the temporary circuit.
- g) At least one (1) Interstate Track Inspector must be present for the duration of the Meeting and for the supervision and construction of the Meetings circuit.
- h) The Interstate Track Inspector, in conjunction with the State Track Inspector, has the power to licence the temporary circuit, authorise that the Track is satisfactory for the commencement of Competition, require variations to the circuit and to stop the Competition at any time.
- i) Expenses associated with accommodation, meals, travel, etc. for the Interstate Track Inspector are to be paid by the Promoting Club.
- j) Competitors competing at a Meeting on a temporary circuit must be a Minimum 'B' Grade licence holder and have an endorsement on their CMS Licence page to indicate that they have competed previously at a Meeting in the Class for which they have nominated to compete.
- k) All corners and chicanes must have kerbing on the inside and be such that a Kart can run over it and continue in a safe manner.

## 18 **Track Density and Maximum Number of Starters**

- Upon application to and approval by the State Track Inspector the Track density can only be increased by a Maximum of four (4) grid spots if in their opinion it is safe to do so and if the in-grid and out-grid capacity permit such adjustment.
- The table below represents the Maximum number of starters allowed excluding the extra four (4) grid spots.

Track Length (metres)	Track width at narrowest point		
	6 metres	7 metres	8 metres
Less than 500m	20	22	24
500m - 625m	22	24	26
626m - 750m	24	26	28
751m - 875m	28	30	32
876m - 1000m	32	34	36
Greater than 1001m		38	40

- The National Track Safety Inspector, in consultation with KA has the authority to reassess a Track as to the number of Karts eligible for Competition on a Track.

## 19 **Retrieval Vehicles and Trailers**

- Motorised retrieval vehicles and trailers may be used for the recovery of Karts and Drivers from the Track.

## CHAPTER 5

### **Competitions in General**

#### **1 Organisation of a Competition**

- a) A Competition may be organised in the territory of KA only by:
- (i) KA;
  - (ii) an SKC
  - (iii) an affiliated club; or
  - (iv) an other person or body approved by KA.

#### **2 Official Documents**

- a) For each Competition, the Organiser shall compile and, with the prior approval of KA, publish Supplementary Regulations and, for a National Meeting, a Program. If any condition contained in these official documents is contrary to the Rules, it shall be null and void.

#### **3 Supplementary Regulation Format**

- a) For details of the specific format of KA Supplementary Regulations. Please refer to the KA National Office.
- b) A new set of Supplementary Regulations must be prepared by an Organiser and approved by KA or relevant SKC before an Organising Permit can be issued for the Meeting.
- c) Approved Supplementary Regulations must be made available to relevant Officials and Competitors.
- d) Article 3.5 of the ISC, under which all Competitions will be conducted, sets out the main information to be included in the Supplementary Regulations. These Supplementary Regulations are to be read in conjunction with the Rules.

#### **4 Announcement to be made on all Official Documents**

- a) Supplementary Regulations, program and entry forms relating to any competition shall bear in a conspicuous manner the following announcement: "Held under the International Sporting Code of the FIA and the Rules of KA."

#### **5 Acquaintance with and Submission to Rules**

- a) Each person or group of persons organising a Competition or taking part therein, including but not limited to Competitors, Officials, Promoters, Organiser and a Club:
- (i) shall be deemed to be acquainted with the Constitution of KA and the Rules;
  - (ii) shall undertake to submit themselves without reserve to the above and to the decisions of KA and to the consequences resulting therefrom; and
  - (iii) acknowledges that the Rules are:
    - made in the best interests of karting in Australia;
    - necessary and reasonable for the purpose of protecting and promoting karting.;

#### **6 Entry**

- a) An entry is a contract between a Competitor and the Organiser.
- b) It binds the Competitor to make every effort to take part in the Meeting, except in case of force majeure; and binds the Organiser to fulfil all the conditions of the entry.
- c) Any entry for a Meeting must be made using a KA Licence in conjunction with the CMS.
- d) An entry must be received prior to the closing of entries for a Meeting.
- e) Payment may be made by any means acceptable to the Organiser provided it is received before the closing of entries.

**7 Entry Containing a False Statement**

a) An entry which contains a false statement shall be null and void

**8 Insurance**

It shall be mandatory upon each Organiser and Licence holder to comply with such requirements regarding insurance as prescribed by KA and its insurers.

**Chapter 6****Emergency and Medical Services****1 Qualified First Aid**

a) Qualified first aid personnel must be in attendance at all Meetings.

**2 Ambulance Attendance at Race Meetings:**

a) The Insurer and KA recommend that an Ambulance is in attendance at all Meetings. (i.e. St. John Ambulance or equivalent, according to local law.)

## Chapter 7

### Officials and their Duties

#### 1 General Duties of Officials

- a) It will be the general duty of all Officials, irrespective of the duties assigned to them and whether appointed by KA, the SKC or the Promoters of any Meeting, to act honestly and in good faith and in accordance with these Rules, including all Policies and procedures of KA and the general interests of the sport of Karting. In particular an Official will be bound by the provisions of these Rules insofar as the Rules may relate to offences that may be capable of being committed by an Official.
- b) No Official is to make any comment to or on any form of electronic media or otherwise, pertaining to any issue arising from a Meeting.

#### 2 List of Officials

- a) The list of Officials whose duty it shall be to direct and control Competitions may include:
  - (i) Stewards of the Meeting
  - (ii) Chief Observer
  - (iii) Race Director
  - (iv) Clerk of the Course and Assistants
  - (v) Race Prosecutor
  - (vi) Competitor Relations Officer
  - (vii) Race / Competition Secretary of the Meeting
  - (viii) Chief Timing Officer
  - (ix) Chief Scrutineer and Scrutineers
  - (x) Technical Inspectors
  - (xi) Fuel Tester
  - (xii) Tyre Tester
  - (xiii) Scale Marshals
  - (xiv) Flag Marshals
  - (xv) Pit Marshals
  - (xvi) Starter
  - (xvii) Grid Marshals
  - (xviii) Observers
  - (xix) Lap Scorers
  - (xx) Noise Control Marshal
  - (xxi) Officials Secretary (Steward's Secretary)
- b) They shall be termed Officials and must be a Minimum 18 years of age. All Officials, except for Stewards of the Meeting and Technical Inspectors, may have assistants to whom any of their duties may be delegated.
- c) Each State shall be responsible to conduct training schools for Clerk of the Course / Steward's and Scrutineers / Technical Inspectors. All Officials must satisfactorily complete an Officials accreditation course biennially, either electronically or in person, in order to retain their Official's accreditation. Officials residing close to State borders may attend an accreditation course in either state.



- d) Each SKC must appoint a State Officials Coordinator. State Officials Coordinators must be able to officiate as a Clerk of the Course / Steward of the Meeting in their own State.
- e) Each SKC, at their discretion, may nominate additional Official positions e.g. announcer, race controller and / or Clerk of the Course, Prosecutor to any Meetings. These positions must be included in the approved Supplementary Regulations for the Meeting.

### **3 Right of Supervision**

- a) In addition to the Officials above, KA may confer on persons specially qualified, the right to observe any person or body of people promoting or organising or taking part in the promotion or organisation of any Competition within the territory of KA or any person acting as an Official, Competitor or Driver, or any holder of a licence issued by KA in any Competition held in any country whatsoever under the Code.

### **4 Essential Officials:**

- a) At all Meetings, the Minimum number of essential graded Officials must be:
  - (i) A Clerk of the Course.
  - (ii) Two (2) Stewards of the Meeting, where one (1) Steward is the Chief Steward.
  - (iii) The Clerk of the Course and Chief Steward must be Minimum Grade 3; the second Steward may be a Grade 4 or higher.
  - (iv) A Chief Scrutineer.

### **5 Nomination of Officials**

- a) The Stewards of the Meeting and the Clerk of the Course will be responsible to KA and nominated by the SKC. All Officials, other than the Stewards of the Meeting and Clerk of the Course, shall be appointed by the Organisers and approved by KA.
- b) At any National or above level Meeting held within the territory of KA, and at all Meetings in which there is any Competition carrying a national title, the Stewards of the Meeting, Clerk of the Course and Competitor Relations Officer shall be appointed and approved by KA
- c) KA, in its sole discretion may delegate this authority to another body or entity.

### **6 Plurality of Duties**

- a) At National Meetings and State Championship Meetings plurality of duties of essential Officials is not permitted. At all other Meetings it is strongly recommended that plurality of duties is not undertaken by any Official.
- b) At no time may a Steward of the Meeting perform more than one duty.

### **7 Separation of Duties**

- a) An Official shall not, at any Meeting, perform any duties other than those which are clearly attached to his/her appointment or appointments. **An Official** ~~He/she~~ shall not be eligible to compete in any Competition at a Meeting at which **they are** ~~he/she~~ is acting as an Official, except as permitted by these Rules.
- b) A Competitor may be a flag marshal or may assist an Official, except the Clerk of the Course or Steward, at a non-championship Event provided it is announced at the Driver's briefing and the Competitor is not responsible for any official documentation, except as permitted by these Rules.
- c) At Club level Meetings, where there are less than 50 legitimate entries, a Competitor may act as any Official except Chief Steward or Clerk of the Course, providing they possess the appropriate accreditation.

### **8 Remuneration of Officials**

(Refer to the KA Travel Policy and the KA Expense Reimbursement Policy)

- a) All Officials at any Meeting shall act in an honorary capacity.

## **9 Appointment of Chief Steward**

- a) When KA has appointed one or more of the Stewards of the Meeting, such Steward, or if more than one have been appointed by KA, the Steward appointed from that group shall act as the Chief Steward of the Meeting.
- b) In the case of equality of votes amongst all of the Stewards of the Meeting, the Chief Steward shall have a casting vote. If the judgement cannot be given immediately after the hearing of the parties, they must be advised of the time and place at which the decision will be given.
- c) The Stewards of the Meeting / Clerk of the Course of the Meeting may use an Officials secretary to complete paperwork at a Meeting.

## **10 Powers of the Stewards of the Meeting**

- a) The Stewards of the Meeting shall have authority to enforce compliance with the ISC, these Rules including the Supplementary Regulations, the program, and the instructions to Drivers (if any), and to adjudicate upon any dispute or complaint arising during the Meeting subject to the rights of appeal provided by these Rules and in particular shall have power in accordance with these Rules to:
  - (i) Keep order in conjunction with the civil authorities as have undertaken the policing of the Meeting and who are especially responsible for public safety.
  - (ii) Decide what penalty to apply for a breach of these Rules.
  - (iii) Recommend that a penalty of suspension of a Competitor and/or Driver be imposed a Tribunal or AMSAC as appropriate
  - (iv) Amend the Supplementary Regulations in exceptional circumstances.
  - (v) Alter the composition of, or consolidate Heats.
  - (vi) In the event of a dead-heat or tie on points, authorise a resolution in accordance with these Rules.
  - (vii) Accept a correction made by a Judge of Fact. A decision of a Judge of Fact may be altered after consultation between the Chief Steward and the Judge of Fact.
  - (viii) Amend placing's and awards in accordance with these Rules
  - (ix) Prohibit from competing any Driver who, or any Kart which they consider to be dangerous, or is reported as such by the Clerk of the Course or a Scrutineer.
  - (x) Exclude from one or more Competitions or for the duration of the Meeting any Competitor or Driver whom they consider to be or who is reported to them by the Clerk of the Course or Promoters, to be ineligible to take part therein or whom they consider guilty of misbehaviour or unfair practice.
  - (xi) Exclude from the Track and its precincts any Competitor or Driver who refuses to obey the order of a responsible Official.
  - (xii) Postpone or alter the conditions of a Competition for reasons of safety or Force Majeure.
  - (xiii) Modify the position of the starting area or finishing line, or alter the programme at the request of the Clerk of the Course or the Promoters where necessary to ensure reasonable safety for Drivers, Officials and spectators.
  - (xiv) Appoint a temporary substitute or substitutes to replace any Steward or Stewards not able to perform his/her duties. Such power shall be exercised by the remaining Steward or Stewards and shall be used to ensure that there are always at least two (2) Stewards of a Meeting.
  - (xv) Use any video or electronic systems to assist them in reaching a decision.
  - (xvi) Approve the commencement of a Competition/s.
  - (xvii) In exceptional circumstances, take the decision to stop / abandon / re-run a section of an Event when permitted by the Rules.
  - (xviii) Settle any issue which might arise during a Meeting, subject to the 'Right of Appeal' in accordance with these Rules.

## **11 The Stewards of the Meeting to Report**

- a) As soon as practicable, but no later than five (5) days after the conclusion of a Meeting, the Stewards of the Meeting shall, with the help of information provided by the Clerk of the Course, compile, sign and send a report giving the results of each Competition together with particulars of all Protests lodged, action taken thereon, Hearings, Penalties imposed, together with any recommendation in respect of such cases.
- b) The report shall also contain the Stewards general comments on the organisation of the Meeting and the exercise of their own powers in relation thereto, and any other observations as to the conduct of the Meeting which they consider should be made to KA as the authority under whose permit the Meeting was held.
- c) Any Notices of Intention to Appeal and Appeal fees received in accordance with these Rules must be submitted as a part of this report.
- d) For each National level Meeting the Stewards Report must be submitted to KA.
- e) For each State level Meeting and below the Stewards report must be submitted to the relevant State Karting Association.

## **12 Powers of KA following the Stewards of the Meeting' Report**

- a) If it appears to KA from the Stewards of the Meeting' Report or otherwise that a mistake has been made during Competition or that the results of a Competition have been improperly or incorrectly made out, KA shall be entitled to inquire into the matter, and, after giving the interested parties an opportunity to be heard, make such order as it deems proper, even though no Protest or Appeal may be outstanding. Provided that no such inquiry shall be ordered after the expiration of 60 days after the publication of the results.

## **13 Duties of the Race Director**

- a) A Race Director will be a suitably qualified person appointed by KA to the Australian Kart Championship whose responsibility it is to maintain continuity of sporting activity management at the National Championship.
- b) The Race Director will in addition to having the powers of the Clerk of the Course, have the control of the running of Practice, Qualifying and the Race, respect of the time schedule and if he deems it necessary make any proposal to the Stewards to modify the time schedules in accordance with the Rules and the Sporting Regulations;
  - (i) Stop any Kart in accordance with the Rules and the Sporting Regulations;
  - (ii) Stop or neutralise the running of Practice, Qualifying or of the Race in accordance with the Rules and the Sporting Regulations if he deems that it would be dangerous to continue them, and ensure that the new start is given in accordance with the procedure;
  - (iii) The Start procedure
  - (iv) Conduct the Briefing
  - (v) If it necessary for their duties to differ from the above, these duties will be set out in the Australian Kart Championship Sporting Regulations.

## **14 Duties of the Clerk of the Course**

- a) In the case of a Meeting comprising several Competitions there may be a different Clerk of the Course for each Competition. The Clerk of the Course is responsible for the general conduct of the Meeting in accordance with the Supplementary Regulations, Programme and Organising Permit, and, in particular, shall:
  - (i) Ensure that sufficient appropriately qualified Officials are present for the conduct of the Meeting, and report any deficiencies to the Chief Steward of the Meeting.

- (ii) Ensure that all Officials are provided with the information and equipment necessary for carrying out their duties.
- (iii) Before the commencement of untimed practice / Competition, instruct the Drivers of the ambulance and pick-up vehicle/s not to move their vehicles inside the Race Track Area whilst Karts are in motion.
- (iv) Control Competitors and their Karts and prevent any ineligible Competitor, Driver or Kart from taking part.
- (v) Send the Karts to the start in their right order and, if necessary, start them.
- (vi) Convey to the Chief Steward of the Meeting any proposal to modify the programme.
- (vii) Convey to the Chief Steward of the Meeting any report that deals with the misbehaviour of, or breach of Rule by, a Competitor or Driver.
- (viii) Receive Protests from Competitors and immediately transmit them to the Stewards of the Meeting.
- (ix) Provide the information necessary to enable the Chief Steward of the Meeting to compile their report.
- (x) Obtain the approval from the Chief Steward of the Meeting to commence practice / Competition/s.
- (xi) Constantly liaise with the Stewards of the Meeting in order to ensure the smooth running of each Event.
- (xii) Collect the reports of the Medical Officer for delivery to the Stewards of the Meeting.

## **15 Duties of the Race / Competition Secretary of the Meeting**

- a) The Secretary of the Meeting shall be responsible for the organisation of the Meeting as regards all material and notices required in connection therewith. They shall satisfy themselves that the various Officials are acquainted with their duties and are furnished with the necessary equipment and issue armbands or a form of identification designating their status at the Meeting. If necessary ~~they~~ ~~he/she~~ shall assist the Clerk of the Course in the preparation of the information required for the Stewards of the Meeting' Report.

## **16 Duties of the Chief Timing Officer**

- a) The principal duties of Timekeepers shall be:
  - (i) At the commencement of the Meeting to report personally to the Clerk of the Course for instructions.
  - (ii) To start speed Competitions if so instructed by the Clerk of the Course. In the case of a handicap Competition, where the handicap is applied at the start, the starter shall be a timekeeper.
  - (iii) In races and speed events, and such other Events as may be required by KA, to use only such apparatus for timing attempts at records where it is necessary to take times within one hundredth of a second.
  - (iv) To register such times as are appropriate, having regard to the conditions of the Competition, or are required by the Clerk of the Course.
  - (v) To prepare and sign their reports relating to the timing which is their individual responsibility, and to send them, with all necessary supporting documents, in the case of a Meeting to the Clerk of the Course and in the case of an attempt at record or test to KA.
  - (vi) To send on request their original time sheets either to the Stewards of the Meeting or to KA.
  - (vii) To communicate any times or results only to the Stewards of the Meeting and the Clerk of the Course or in accordance with their instructions.
  - (viii) Chief Timing Officer shall be Judge of Fact as to confirm and register times as are appropriate.

## 17 Duties of Chief Scrutineer, Scrutineers and Technical Inspector

- a) The Scrutineers are generally responsible for ensuring compliance with the technical aspects of these Rules.
- b) The functions of Chief Scrutineer, Scrutineers, Technical Inspector, Fuel Tester and Tyre Tester may be combined at the discretion of the Chief Scrutineer, who, in particular shall:
  - (i) Make inspections before a Meeting at the request of the Promoters,
  - (ii) At the commencement of a Meeting report personally to the Clerk of the Course.
  - (iii) Make inspections during, or if required, after a Meeting.
  - (iv) Use only such measuring instruments as may be specified or approved by KA or as deemed necessary by the Technical Inspector / Scrutineer to determine compliance.
  - (v) Communicate official information only to KA, the Promoters, the Stewards of the Meeting and the Clerk of the Course.
  - (vi) Prepare the relevant information from their inspections and forward to the Stewards of the Meeting or the Clerk of the Course as may be appropriate.

## 18 Duties of Observers, Flag Marshals and Starters

- a) The Observers shall occupy posts along the Course assigned to them by the Stewards of the Meeting, the Promoters, or the Clerk of the Course. As soon as the Meeting commences each observer is under the orders of the Clerk of the Course, to whom ~~they he/she~~ shall immediately report by any means at ~~their his/her~~ disposal all incidents and accidents which occur on the section of Track for which ~~they are he/she~~ is responsible.
- b) At the end of each Competition all Observers must give to the Clerk of the Course a written report of all incidents noticed by them.
- c) During a Competition Observers/Announcers may be required to inform a specified Official of the order in which Competitors pass their post, lap by lap in case of a circuit Competition.
- d) Flag Marshals are marshals appointed to give signals by flags to the Competitors in accordance with the signals laid down in these Rules. Only professional or fully experienced persons to officiate at State and National Championships. They may also act as Observers.
- e) Officials under the age of 18 years are not permitted to act as Flag Marshals at any Meeting.

## 19 Duties of Judges

- a) The Judges of Fact at each Meeting are the Starter, Chief Lap Scorer, Chief Timing Officer, ~~Weight~~ In Scale Marshal, Fuel Tester, Grid Marshal and Noise Control Marshal and Chief Scrutineer.
- b) Any other Judges of Fact will be specified in the Supplementary Regulations.
- c) In a Competition in which a decision has to be made as to whether or not a Competitor has touched or crossed, or as to any other fact laid down in the in the Supplementary Regulations or in any applicable Rules for the Competition, of several judges of fact shall be approved by the Stewards of the Meeting, upon proposal of the Organiser, to be responsible for one or several of these decisions.
- d) A Protest may not be made against the decision of a judge, which shall be accepted as final unless corrected as herein after provided. The finding, though final as regards the fact decided, shall not constitute a statement of results because it will not have taken into account the conditions under which the Karts have completed the Course.
- e) The Stewards may use any video or electronic systems to assist them in reaching a decision.
- f) If any judge considers that they may have made a mistake they may correct it, subject to this correction being accepted by the Stewards.
- g) The judges of fact must be named and their names displayed in the Supplementary Regulations and/or on the official notice board.

**20 Duties of the Starter**

- a) To signal the start of Competition in a manner that is fair for all Competitors.
- b) To signal Competitors with flags and boards as required by these Rules.
- c) To report to the Stewards of the Meeting, and/or Clerk of the Course any Competitor whose conduct, before the commencement of the race, is not satisfactory.
- d) The Starter shall be Judge of Fact and will determine Competitors who are in breach of Competition Rules, Chapter 1 **Rule 22**.

**21 Duties of the Pit/Paddock Marshals**

- a) The Pit/Paddock Marshal shall be responsible for the general organisation, layout and control of the pit/paddock area.

**22 Duties of the Grid Marshals**

- a) The Grid Marshals shall be responsible for the marshalling of the Karts in their correct grid positions, controlling Karts until such time as they are placed in the hands of the Starter and at all times to co-operate with the Pit/Paddock Marshal.

**23 Duties of Scale Marshals**

- a) The Scale Marshals shall be responsible for weighing Karts/Drivers in accordance with these Rules.
- b) Competitors must weigh to the scales of the day. It is recommended that the scale marshal has a set of test weights that will enable the accuracy of the scales to be verified during Competition.
- c) Should a Competitor fail their first test they may request one (1) additional test.
- d) The Scale Marshal shall be Judge of Fact as to measure the weight of any Kart and Driver at the completion of any section of any Event.

**24 Duties of Noise Control Marshal**

- a) The Noise Control Marshal shall be Judge of Fact as to the noise level recorded by any individual Kart.
- b) The Noise Control Marshal shall be responsible for monitoring and reports on noise levels of all Karts in accordance with these Rules.

**25 Duties of Lapscorer**

- a) The Chief Lapscorer shall be Judge of Fact as to the number of laps completed and the race order of any section of any Event.
- b) Lapscorers shall record the order that Karts cross the line, each lap and shall tally points and record all places in each Event.
- c) The final placing of every Kart should then be placed on a master sheet, from which the grid positions for the next Heat of that Class can be obtained.
- d) The grid positions should then be posted on the notice board, as soon as possible after each Heat, to assist the Pit and Grid Marshals.

**26 Duties of a Race Prosecutor**

- a) Each State Association may appoint one or more Race Prosecutors. The Race Prosecutor's principal role is to act on the instructions of the Officials at a KA sanctioned Meeting and appear at a Steward's hearing on behalf of Officials of the Meeting, as their Advocate. Instructions are to be provided by either the Clerk of the Course, the Race Secretary or the Chief Scrutineer / Technical Inspector. Refer to policy document AKAPD01, available from the National Office or at [www.karting.net.au](http://www.karting.net.au).

## 27 **Competitor Relations Officer**

- a) Each State Association may appoint one or more Competitor Relations Officers. The Competitor Relations Officers principal role is to:
  - (i) ensure the guiding principles of KA are upheld at all times during an Meeting
  - (ii) provide information or clarifications in connection with the Rules to a Competitor
  - (iii) assist Competitors and Officials to achieve equitable solutions to issues which may arise during the conduct of a Meeting and always in the best interests of Karting
  - (iv) appear at a Steward's hearing and assist a Competitor in presenting their case.

## 28 **Other Official Positions**

- a) The preceding Rules outline the type and duties of Officials who direct and control Competitions at KA sanctioned Meetings.
- b) The following Rules outline the type and duties of Officials who may be required for KA's judicial process to function.
  - (i) State Prosecutor:
    - Each State Association may appoint one or more State Prosecutors. The State Prosecutors principal role is to act on the instructions of the State Association and appear on its behalf in Tribunals and Appeal Tribunals, as their Advocate. Refer to policy document AKAPD02, available from the National Office or at [www.karting.net.au](http://www.karting.net.au)
  - (ii) State Tribunal Registrar:
    - Each State Association may appoint a State Tribunal Registrar. The principal role of a State Tribunal Registrar is to ensure that the State Tribunals function in an efficient and proper manner and that the Tribunal rules are complied with.
    - The office of State Tribunal Registrar is an administrative position, not a judicial position. Refer to policy document AKAPD03, available from the National Office or at [www.karting.net.au](http://www.karting.net.au)

## 29 **Officials Licence Accreditation Upgrade Procedure**

- a) The Officials Licence accreditation procedures have been implemented to clearly define the prerequisites required to retain or upgrade an Officials Licence. ~~The~~ These accreditation procedures are available from the National Office or at [www.karting.net.au](http://www.karting.net.au). ~~contained in the KA-Officials handbook and available at [www.karting.net.au](http://www.karting.net.au)~~
- b) An Official may hold different licence levels for different disciplines of officiating at any one time (e.g. they could be a Level 1 Clerk of the Course and also a Level 3 Steward.)
- c) Recognition of Prior Learning / Experience may only be considered if all stated relevant licence requirements can be proven to have been met, and will be assessed by the relevant SKC and State Officials Coordinator.

## 30 **Officials Licence Accreditation Downgrade, Suspension or Revocation Procedure**

- a) A licence downgrade, suspension or revocation must only relate to either of the following;
  - (i) Failure to adequately and competently perform the duties required for their appointed position and current licence grading at any KA event, or;
  - (ii) Failure to successfully officiate at the Minimum number of Meetings required to retain their current licence grading, unless approved by the relevant State Officials Coordinator by prior arrangement.
- b) A SKC may elect to downgrade, suspend or revoke an Officials Licence from recommendation by the relevant State Officials Coordinator for a maximum period of two (2) months, once the nominated Official has been afforded the right to be heard by the SKC.



- c) KA may elect to downgrade, suspend or revoke an Officials Licence from recommendation by the relevant State Officials Coordinator for a period of time exceeding two (2) months, once the nominated Official has been afforded the right to be heard by KA.
- d) Any action to downgrade, suspend or revoke the licence of an Official must take place within a reasonable period of time.
- e) Officials cannot be represented by an Advocate.
- f) Any appeal from these proceedings disciplining Officials can only be made in writing to KA. Such Appeal must be received within two (2) weeks of receipt of the written notification of downgrade, suspension or revocation of the Official's Licence. Upon receipt it will be referred to the KA Tribunal for determination.
- g) When an Officials Licence is downgraded for more than two (2) months, the process to upgrade must begin from the level downgraded to, unless otherwise instructed by KA.

## CHAPTER 8

### Offences

#### 1 Breaches of the Rules

- a) A person subject to these Rules may be dealt with by the Stewards of the Meeting if that person breaches any of the Rules.

#### 2 Extent of Jurisdiction

- a) The Stewards of the Meeting shall have jurisdiction to conduct a Hearing into any alleged breach of the Rules.

#### 3 Responsibility for Offences

- a) A person will be liable for a breach of the Rules if the Stewards determine that the act or omission constituting the breach of the Rules was committed, or was attempted to be committed:
  - (i) by the offender in person; or
  - (ii) by another person who was counselled or procured by the offender to do, or attempt to do, the act or make the omission; or
  - (iii) by another person who counselled or procured the offender to do, or attempt to do, the act or make the omission; and this Rule and each of the offences in these Rules will be construed and interpreted accordingly.
- b) The Competitor will be responsible for all acts or omissions on the part of their Drivers, team personnel and participants, and each of these will be equally responsible for any breach of these Rules.

#### 4 Application

- a) These Rules apply to anything done or not done:
  - (i) on any land occupied or used by any Kart Club
  - (ii) at any temporary circuit
  - (iii) at any Meeting of any Kart Club, SKC, Karting tribunal or motor sport appeal court
  - (iv) in connection with any Karting Competition
  - (v) having a nexus to Karting.
- b) In proceedings before a tribunal or the AMSAC, any reference in a Rule to the opinion of the Officials must be taken as a reference to the opinion of that tribunal or the court, as the case may be.

#### 5 Offences

- a) Actual Physical Contact
  - (i) A person must not intentionally make physical contact, which includes any type of assault with another person, except in self-defence.
- b) Alcohol and Prohibited Substances
  - (i) All Participants are required to comply with the KA Anti-Doping Policy, details of which can be found at [www.karting.net.au](http://www.karting.net.au)
  - (ii) In summary, the KA Anti-Doping Policy, which all participants must comply with includes:
    - Condemnation of Prohibited substances and methods;
    - The only legitimate use of prohibited substances is under the supervision of a medical practitioner for a clinically justified purpose.
  - (iii) The persons bound by this policy include all Drivers, Competitors, Team members, Officials and employees and contractors of KA.

- (iv) The maximum permitted blood alcohol content is 0.01mg/100ml. Any persons found to exceed this amount will be excluded from any further participation in the Meeting and may face further Penalties.
- (v) Cannabis and other recreational substances are prohibited in any concentration.
- (vi) Tests may be carried out on persons at any time during any activity undertaken under the control of an Organising Permit
- c) Bribery
  - (i) A person must not offer to bribe, or accept a bribe from, any other person.
- d) Conduct Prejudicial
  - (i) A person must not do any act, make any omission or engage in any conduct which includes words which is or may be reasonably
    - seen as being prejudicial to the interests of any Meeting, or
    - likely to bring the sport of karting into disrepute.
- e) Damage
  - (i) A person must not do any act or make any omission which is objectively likely to, or does actually, cause damage to the property of any other person.
- f) Duty of Care
  - (i) If a person does any act or makes any omission which
    - having regard to all the circumstances is negligent, and
    - causes or is reasonably likely to cause, any personal injury or damage to property; that person has breached this Rule.
- g) Fail to Attend
  - (i) A person who fails to attend a Hearing, or any Appeal Court Hearing, of which they have been given notice and are required to attend has breached this Rule.
- h) Fail to Give Evidence
  - (i) A person who fails to give evidence at, or submit to examination by, a Hearing or at any Court hearing an Appeal has breached this Rule.
- i) Fail to Pay
  - (i) A person who fails to pay any monies owing to KA and/or a State Karting Association within forty eight (48) hours of such monies falling due.
- j) Fail to Obey
  - (i) A person who fails to obey the proper directions or instructions of any Official appointed to a Meeting has breached this Rule.
- k) False Information
  - (i) A person must not give any evidence or information in any form which the person knows, or ought objectively to know, to be false or misleading to
    - an Official; or
    - a Hearing, or
    - a Court hearing an Appeal.
- l) Fraudulent Misrepresentation
  - (i) A person must not fraudulently misrepresent, either verbally or in writing, any information which is likely to either mislead or deceive a person authorised by KA, CAMS or the ISC to receive that information.
- m) Intimidation & Threats
  - (i) A person must not by words, acts, or omissions abuse, intimidate or threaten any other person.

- n) Regulations and Bulletins
  - (i) A person must comply with all provisions of all Supplementary and any Further Supplementary Regulations, Addendums, instructions and Bulletins; and any breach of any such provisions will be dealt with under these Rules as if the relevant provisions were part of the Rules.
- o) Vilification
  - (i) A person must not engage in conduct amounting to vilification of, or discrimination against, any person on the basis of their gender, race, religion or sexual orientation.
- p) General Technical Ineligibility
  - (i) Definition: Eligible Karts are those complying with these Rules and the specific Class Rules in which the Kart is Competing in. The presentation by a Competitor of a Kart will be deemed an implicit statement of conformity with all the Rules.
  - (ii) Offence: A Competitor must not submit an ineligible Kart, nor breach the provisions of these Rules including the specific Class Rules in which they are Competing.
- q) Directions of Officials
  - (i) A Competitor including the Driver and/or Team Members must obey the directions (however given or transmitted) of any appointed Official of the Meeting.
- r) Policies and Procedures
  - (i) A person who acts contrary to, or breaches the provisions of any Policy or Procedure of, or endorsed by KA will be in breach of the Rules.

## CHAPTER 9

### Penalties

#### 1 **Applicable Penalties**

- a) The Stewards of the Meeting and/or a Tribunal may impose any Penalties set out in the Rules or the ISC save that if they should find a person guilty of a breach of Chapter 8 Rule 5 d) they shall refer the facts of the matter and their findings along with their considerations on the matter of Penalty to KA for further consideration and the imposition of such Penalty as KA shall determine to be appropriate.

#### 2 **Hearing on Penalty**

- a) Where the Stewards have found a breach of the Rules, before imposing any Penalty the Stewards shall give the:
- (i) Competitor the opportunity to make submissions on Penalty, including any mitigating circumstances; and
  - (ii) Clerk of the Course, or their representative, the opportunity to make representation and submissions on the subject of Penalty.

#### 3 **Take into Account**

- a) The Stewards must take into account the following factors before imposing any penalty:
- (i) Whether the Competitor made an early admission of a breach of the Rules or whether the Stewards found against the Competitor following a Hearing.
  - (ii) If the Competitor is a member of a multi-kart team or group, whether the breach assisted another team member to gain any advantage.
  - (iii) Any other aggravating or mitigating factors.
  - (iv) The table of Recommended Minimum Penalties and the ISC.
  - (v) Any previous breaches of the Rules, and a breach of the same Rule within 2 years before, may result in an increased Penalty.
  - (vi) Submissions made as to penalty by the Clerk of the Course or their representative.

#### 4 **Reasons**

- a) The Stewards may, but will not be obliged to, give reasons for the imposition by them of any penalty.

#### 5 **Multiple Penalties**

- a) The Stewards may impose one or more of the specific penalties applicable under these Rules.

#### 6 **Other Penalties**

- a) In addition to the table of Recommended Minimum Penalties the Stewards may impose any of the following Penalties:
- (i) Reprimand;
  - (ii) Fine a Competitor or Driver up to \$1,000
  - (iii) Deletion of a Driver's qualifying lap/s;
  - (iv) Relegate a Competitor or Driver:
    - to the rear of a starting grid;
    - by a number of grid positions;
    - to the rear of a starting grid with a time Penalty for a race at the Meeting or at the next Meeting or Meetings.
  - (v) Demote a Competitor or Driver from the finishing order of a race to a lesser finishing order of the race by amending the results of an Event and/or imposing a time penalty expressed in minutes and/or seconds;
  - (vi) Time penalty or penalty lap;

- (vii) Where applicable, deduct series points from a Competitor with a consequent forfeiture any relevant awards (whether of prize money or of trophies) to which that Driver and/or Competitor may otherwise have been entitled;
  - (viii) Exclude a Competitor or Driver from a particular section of an Event;
  - (ix) Exclude a Competitor or Driver from an Event;
  - (x) Exclude a Competitor or Driver from a Meeting;
  - (xi) Recommend to KA that a Competitor or Driver be suspended or disqualified;
  - (xii) Or another penalty deemed appropriate in the circumstances.
- b) Any of the above Penalties can only be inflicted after an Infringement Notice has been accepted by the Competitor or following a Hearing. In the case of exclusion, suspension or disqualification, the party concerned must be summoned to give them the opportunity of presenting their defence.

## **7 Explanation of Penalties**

- a) Reprimand
- (i) A reprimand is given for a breach of the Rules that has not greatly advantaged or disadvantaged anybody, but is one where the offender should have known better.
  - (ii) A reprimand is recorded on the Competitors electronic licence page of the CMS
  - (iii) A person who has three (3) or more reprimands recorded on their 'electronic licence page' of the CMS in a twelve (12) month period will be required to attend a Disciplinary Tribunal. The Disciplinary Tribunal must deal with the matter as a matter of penalty only, and must accept that the person has committed the offences which were the subject of the reprimands.
- b) Points Penalty
- (i) A points penalty only changes the points allocated to the penalised Competitors finishing position in that Competition and as they may count towards any overall Championship or Series point score.
  - (ii) It does not affect the finishing positions or points allocation of any other Competitors in the Competition.
- c) Exclusion from that section of the Event.
- (i) Excludes the Competitor from any entitlements (points / placing) for that section of an Event only.
- d) Exclusion from the Event
- (i) Excludes the Competitor from any further participation in any section of that Event (Class), and any entitlements already gained for the relevant Class, for the entire Meeting. Competitor may still compete in other Events (Classes) at that Meeting.
- e) Exclusion from the Meeting
- (i) When a Competitor and/or Driver is Excluded from a Meeting,
    - the penalty is applied and takes effect immediately. The licence holder is not permitted to take any further part in that Meeting.
    - the Competitor and/or Driver loses any points, placings or awards in all sections of Events (Classes) completed at that Meeting before the penalty of Exclusion was imposed.
    - the Competitor and/or Driver forfeits any fees paid in respect of that Meeting.
  - (ii) An automatic Exclusion does not prevent the imposition of any additional penalty for the same offence.
  - (iii) A penalty of Exclusion does not prevent the Stewards of the Meeting from referring the matter to a Disciplinary Tribunal for further penalty.
  - (iv) A penalty of Exclusion from a Meeting may be appealed in accordance with the Rules, however this will not alter the immediate application and effect of the penalty.

- f) Consequences of Exclusion
  - (i) For the purposes of lap scoring, when a Competitor is Excluded from a section of an Event, Excluded from an Event or Excluded from a Meeting, their relevant placing and points entitlements will be assumed by the relevant succeeding Competitors with all subsequent placing and points entitlements adjusted accordingly.
- g) Suspension
  - (i) A sentence of suspension may only be imposed by a Tribunal, a Court or the Board.
  - (ii) A sentence of suspension shall entail the loss of any right to participate in any capacity in any Competition held within the territory of the KA, CAMS or under any FIA approved agreement involving another ASN.
  - (iii) Suspension shall render null and void an entry for any Competition which may take place during the term of such suspension.
  - (iv) KA shall endorse any licence which has been suspended accordingly.
  - (v) When separate penalties of suspension are imposed they shall be cumulative in effect.
  - (vi) International licence suspension shall be implemented in accordance with the ISC.
  - (vii) If a suspension is imposed, the Licence holder must be advised that the period of suspension commences immediately.

## **8—Suspended Operation of Penalty**

- a) After imposing any penalty, the Stewards have the power to suspend its operation on such terms as they see fit.

## **8 Penalty Notification for Judge of Fact Breaches**

- a) A Penalty Notification Form will be issued by the Steward of the Meeting to the effected Competitor when a breach of Rules is determined by a Judge of Fact decision.
- b) Penalties which are imposed by the Stewards of the Meeting as a result of a Judge of Fact decision may not be appealed.

## **9 Liability to Pay Fines**

- a) Any Competitor or participant found to be in breach of these Rules shall be responsible for the payment of any financial penalty imposed. In the event of non payment within the time specified in these Rules, the Competitor or participant may also be suspended by KA from Competing in any Meeting until the fine is paid.

## **10 Time for Payment**

- a) Financial Penalties must be paid to KA or the relevant State Karting Association within forty-eight (48) hours of their imposition. Where this time limit expires during a Meeting, the forty-eight (48) hour period will commence from the conclusion of the Meeting. Failure to pay within that time, without any further order or request for time for payment to be made will result in:
  - (i) the Competitor and/or Driver being excluded by the Stewards from any Meeting; and
  - (ii) immediate suspension of the Competitor by KA while the financial penalty remains unpaid.

## **11 Allocation of Financial Penalties**

- a) ~~All the proceeds from~~ all financial penalties and all forfeited protest fees must be remitted to:
  - (i) KA for all **International, National Championship, National Series, National Cup and National Trophy Meetings**.
  - (ii) The State Karting Association in which the Meeting was held for **all other State and Club Meetings**.
- b) ~~The proceeds from~~ Appeal fees from **all International, National Championship, National Series, National Cup and National Trophy** level events must be remitted to KA.
- c) ~~The proceeds from~~ Appeal Fees for **all other State level and below** events must be remitted to the relevant State Karting Association.
- d) All fees payable **to** by AMSAC must be remitted to CAMS.



## 12 Endorsement of Licence

- Whenever a Penalty is imposed on a Competitor and/or Driver, the details must be entered by the Stewards on the Competitors 'electronic licence page' of the CMS.
- Any penalty varied by a Tribunal or Court, must be altered on the Competitors "electronic licence page" of the CMS by the relevant State Secretary after notification of the from the Tribunal or Courts findings.

## 13 Recommended Minimum Penalties

- The penalties listed in the Rules are **Recommended Minimum Penalties**. They may be applied by the Stewards, a Tribunal or a Court.
- The Other Penalties listed in the Rules may be imposed in place of, or in addition to the Recommended Minimum Penalties outlined in the tables below.

Recommended Minimum Penalties (General)		
Offence	Rule Number	Penalty
Abuse or intimidation	General Rules Chapter 8 Rule 5 m)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 3 month licence suspension
Abuse or intimidation of an Official	General Rules Chapter 8 Rule 5 m)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 3 month licence suspension
Alcohol / Drugs consumption	General Rules Chapter 1 Rule 30 & 31	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a <b>12 month</b> <del>1-year</del> licence suspension
Assault of an Official	General Rules Chapter 8 Rule 5 a)	<del>Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 12 month licence suspension</del> <b>1-year Suspension</b>
Baulk line infringement	Competition Rules Chapter 1 Rule <b>23</b> <del>22</del>	Exclusion from that section of the Event
<b>Start procedure infringement</b>	<b>Competition Rules Chapter 1 Rule 23</b>	<b>+10 second time penalty</b>
Chequered flag infringement (Passing karts after finish)	Competition Rules Chapter 2 Rule 4 o)	\$50.00 fine
Consumption of alcohol (prior to the completion of the Competitor's Event)	General Rules Chapter 1 Rule 30	Exclusion from the Meeting
Careless Breach of the Code of Driving Conduct	Competition Rules Chapter 3 Rule 2	<b>+10</b> <del>+5</del> second time penalty
Reckless Breach of the Code of Driving Conduct	Competition Rules Chapter 3 Rule 2	<b>+15</b> <del>+10</del> second time penalty
Dangerous Breach of the Code of Driving Conduct	Competition Rules Chapter 3 Rule 2	Exclusion from that section of the Event
Drivers briefing – failure to attend	Competition Rules Chapter 1 Rule 6	\$50.00 fine
Driving on circuit in opposite direction to racing	General Rules Chapter 4 Rule 1 c)	Exclusion from the Meeting

**Recommended Minimum Penalties (General) *Continued***

Offence	Rule Number	Penalty
Ducking head to impede vision	Competition Rules Chapter 1 Rule 13	\$50.00 fine
Failure to obey an Official	General Rules Chapter 8 Rule 5 j)	Exclusion from that section of the Event
Kart <b>stopping on the track or stalled kart</b> obstruction of circuit – fail to remove kart to safety	Competition Rules Chapter 1 Rule 15 46	<b>Exclusion from that section of the Event plus \$100.00 fine</b>
<b>Failure to attend official presentation and in correct attire</b>	<b>Competition Rules Chapter 1 Rule 29</b>	<b>\$50.00 fine</b>
Re-join circuit and fail to re-dress gained advantage	Competition Rules Chapter 3 Rule 4 h)	Exclusion from that section of the Event
Restart (push start) during qualifying/racing	General Rules Chapter 1 Rule 24	Exclusion from that section of the Event
Shaking hands with another Competitor whilst driving	Competition Rules Chapter 1 Rule 14	\$100.00 fine
Smoking in unauthorised areas	General Rules Chapter 4 Rule 15	\$50.00 fine
Speeding / dangerous driving on the in-grid	Competition Rules Chapter 3 + Rule 2a) (iii) 22	Exclusion from that section of the Event
Yellow flags / lights failure to slow and signal appropriately	Competition Rules Chapter 2 Rule 4 e)	+5 second time penalty
Yellow flags / lights failure to maintain position	Competition Rules Chapter 2 Rule 4 e)	2 place penalty per position gained
Red flag / lights – failure to cease racing	Competition Rules Chapter 2 Rule 4 h)	Exclusion from that section of the Event
Removal of safety apparel in unprotected area	Competition Rules Chapter 1 Rule 7	\$100.00 fine
<b>Starting Engine during Drivers Briefing</b>	<b>Technical Rules Chapter 5 Rule 7 d)</b>	<b>\$50.00 fine</b>

Recommended Minimum Penalties (Technical)		
Offence	Rule Number	Penalty
Engine failed cc test	Technical Rules Chapter 6 Rule 7 d)	Exclusion from the Meeting
Illegally machined part	Technical Rules Chapter 1 6 Rule 9c vii)(+)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a <b>minimum of a 12 month</b> licence suspension
Tampering of engine ports	Technical Rules Chapter 1 Rule 9 c)	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a <b>minimum of a 12 month</b> licence suspension
Airbox infringement (tampering)	Technical Rules Chapter 1 Rule 9 m)	Exclusion from that section of the Event
Exhaust infringement	Technical Rules Chapter 1 Rule 9 n)	Exclusion from that section of the Event
Restrictor infringement	Technical Rules Chapter 1 Rule 9 n) (x)	Exclusion from the Meeting
Exhaust length (Cadet 9 / Cadet 12)	Technical Rules Chapter 1 Rule 9 n) (x) 8)	Excluded from that section of the Event
Identifying Marks (Scrutineering)	Technical Rules Chapter 6 Rule 1 c) (viii)	Excluded from that section of the Event
Barcoded engine / chassis seals	Technical Rules Chapter 6 Rule 5 b),c),d)	Exclusion from the Meeting
Non-conforming fuel	Technical Rules Chapter 3	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 6 month suspension
Non-conforming engine	Technical Rules Chapter 1 Rule 9 & Individual Class Rules	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a 1 month licence suspension
Kart Formula Infringement	Technical Rules Chapter 1	Excluded from that section of the Event
Tyre Treatment	Technical Rules Chapter 6 Rule 13	Exclusion from the Meeting plus referral to a disciplinary tribunal with a recommendation for a <b>minimum of a 12 month</b> <del>1-year</del> licence suspension
<b>Weight Infringement</b>	<b>Technical Rules Chapter 1 Rule 5 and all Class Rules</b>	<b>Exclusion from that section of the Event</b>

**14 Penalties from a Tribunal or Court**

- a) A Tribunal or a Court may impose any penalty except that;
  - (i) The Maximum fine which can be imposed by a Tribunal for a single offence is \$2,000.00
  - (ii) The Maximum fine which can be imposed by the Court for a single offence is \$3,000.00
  - (iii) There is no Maximum for other penalties.
- b) The time limit for payment of fines / costs from a tribunal or court is 14 days from the date of the decision.
- c) All penalties issued from a Tribunal or AMSAC must be applied from the date of the Tribunal or AMSAC decision, subject to any appeals.

### **Infringement Notice**

#### **1 Purpose**

- a) The purpose of the Infringement Notice is to assist in the timely application of penalties where a Competitor accepts that they are in breach of the Rules.
- b) This notice does not replace a Stewards Hearing or Summary of Stewards Hearing.
- c) Where the Competitor denies a breach of the Rules then the process of a charge being raised, a Stewards Hearing being held and a Summary of Hearing being completed will take place.
- d) Competitors who admit to a breach of the Rules on the Infringement Notice waive their right of appeal.
- e) The penalty on the Infringement Notice is issued under the authority of the Stewards of the Meeting.

#### **2 Process**

- a) An Infringement Notice may only be raised by an Official of the Meeting (e.g: Clerk of the Course, Assistant Clerk of the Course) when they determined that an alleged breach of the Rules has occurred.
- b) The specific steps in the Infringement Notice process are described below in these Rules.
- c) The Clerk of the Course, or their representative, determines that an alleged breach of the Rules has occurred and that a penalty should be imposed.
- d) If the penalty to be applied is prescribed in the Rules, the process is described below. If the penalty to be applied is not prescribed in the Rules, proceed to Rule e) below
  - (i) The Official will complete the Infringement Notice.
  - (ii) The Competitor/Driver must be advised of the alleged breach of the Rules.
  - (iii) The Competitor/Driver has the option of acknowledging the breach of Rules and accepting the penalty or may request a Stewards Hearing into the matter.
  - (iv) If the Competitor/Driver admits the breach and accepts the penalty, the Infringement Notice must be signed, dated and timed in the "Admit Breach" section of the Infringement Notice
  - (v) If the Competitor/Driver does not admit the breach, the Competitor/Driver must tick the "Breach Not Admitted" section of the Infringement Notice. A Stewards Hearing will be convened where the Competitor/Driver will have the ability to present their case. The Stewards of the Meeting have the authority to vary the penalty if a breach of the Rules is established.
  - (vi) Once the Infringement Notice is signed by the Competitor/Driver, the Stewards of the Meeting must sign the Infringement Notice so as the penalty is applied.
  - (vii) The original signed Infringement Notice will be retained by the Stewards of the Meeting and a copy will be issued to the Competitor for their records.
- e) If the penalty to be applied is not prescribed in the Rules, the following process will be applied.
  - (i) The Official will complete the Infringement Notice as required and determine any recommended penalty.
  - (ii) The Official will contact the Stewards of the Meeting to discuss and agree any recommended penalty.
  - (iii) The Competitor/Driver will be advised of the alleged breach of the Rules.
  - (iv) The Competitor/Driver has the option of acknowledging the breach of Rules and accepting the penalty or may request a Stewards Hearing into the matter.

- (v) If the Competitor/Driver admits the breach and accepts the penalty, the Infringement Notice must be signed, dated and timed in the "Admit Breach" section of the Infringement Notice.
- (vi) If the Competitor/Driver does not admit the breach, the Competitor/Driver must tick the "Breach Not Admitted" section of the Infringement Notice. A Stewards Hearing will be convened where the Competitor/Driver will have the ability to present their case. The Stewards of the Meeting have the authority to vary the penalty if a breach of the Rules is established.
- (vii) Once the Infringement Notice is signed by the Competitor/Driver, the Stewards of the Meeting must sign the Infringement Notice so as the penalty is applied.
- (viii) The original signed Infringement Notice will be retained by the Stewards of the Meeting and a copy will be issued to the Competitor for their records.

### **3 No Right of Protest or Appeal**

- a) Competitors who admit to a breach of the Rules on the Infringement Notice waive their right to protest or appeal the decision.

## Chapter 11

### Hearings

#### 1 General

- a) The Stewards shall conduct Hearings in accordance with these Rules and may regulate and determine the format of such Hearing as they see fit subject only to the these Rules and to the ISC.
- b) The Stewards may commence a Hearing upon referral to them of any dispute under these Rules, including any matter of their own volition.
- c) A minimum of two (2) Stewards shall be present at all Hearings. The Stewards may hear any matter in their absolute discretion at any time in accordance the Rules and with the authority given by Part X Article 141 of the ISC.
- d) The Stewards will conduct all Hearings and make all decisions in good faith and in an unbiased manner.
- e) Stewards shall expedite Hearings and give notice to those that they require to attend. Failure to attend shall not preclude the Stewards hearing a matter in the absence of any party. Hearings shall be conducted with a minimum of formality and legal technicality.
- f) At any Hearing the person attending:
  - (i) must state their case in person;
  - (ii) may at the discretion of the Stewards, have the assistance of the Competitor or where the Competitor is an entity, the legally authorised representative;
  - (iii) subject to Rule iv) below, if under eighteen years of age, must be accompanied by a parent or adult guardian;
  - (iv) will not be entitled to be assisted, have present or be represented ~~at any~~ in any circumstances by a person who is, or was, a legal practitioner.
  - (v) may be assisted by the Competitor Relations Officer, at Meetings where a Competitor Relations Officer is appointed.
- g) The Stewards are not bound by the rules of evidence or by practices or procedures applicable to persons exercising a judicial capacity in any court, but may inform themselves as to any matter in any manner as they may see fit in all the circumstances.
- h) Should a party to a Hearing seek permission to produce expert evidence, they must provide to the Stewards a written statement containing:
  - (i) the name and address of the witness
  - (ii) the qualifications and experience of the witness
  - (iii) the substance of the evidence it is proposed to seek from the witness
- i) Where possible, all Hearings are to be recorded for proof of accuracy.
- j) All the provisions of Rules g) and h) above will also apply in full to any Hearing conducted by a Court.
- k) Subject to the requirements of the Rules and the ISC, any procedure or requirement regulating a Hearing will be regarded as a guideline only, and any decision of the Stewards is not invalid by reason of a procedure or requirement not being fulfilled.
- l) Any Competitor who has been involved in any incident that may be subject to an Infringement Notice or a Hearing, may not leave the precincts of the Meeting unless that Competitor has first obtained the permission of the Stewards.

## **2 Procedures of Hearings**

- a) All persons required by the Stewards that are directly involved in a Hearing will be given reasonable notice to attend the Hearing.
- b) At a Hearing, the Stewards will provide a person, against whom a breach of the Rules is alleged, with an opportunity to be heard and to give evidence, ask questions and make submissions.
- c) To facilitate the conduct of a Stewards Hearing a person must;
  - (i) upon receiving any notice (whether written or oral) to attend a Hearing, appear at the time and place notified;
  - (ii) fully co-operate in good faith with the Stewards;
  - (iii) provide a full and truthful account of matters within their knowledge;
  - (iv) fully and truthfully answer any questions;
  - (v) at the request of the Stewards, produce any document, image, video footage or any other thing in their possession or under their control;
  - (vi) not make any false or misleading statement to, or make a statement either calculated or likely to mislead.
- d) When considering a matter of a technical nature, a Technical Inspector or their delegate must be given the opportunity to be present at a Hearing and make submissions on Penalty.
- e) It is expressly forbidden for any person directly or indirectly to influence any person who is, or ought reasonably to be regarded as, required to appear or give evidence at any Hearing.
- f) No Competitor, person or entity is permitted to comment to any other person or entity on the proceedings of, or any evidence or information given to, any Hearing until such Hearing is completed and the decision of the Stewards has been released.
- g) If it is not practicable to complete a Hearing, it may be adjourned to another time and place and may be heard by Stewards other than those who commenced the Hearing. Such adjourned Hearing shall be conducted by at least one (1) Steward who comprised the original panel of Stewards.
- h) If any person(s) at all fails to attend at the time and place of the Hearing, in their absence the Stewards may conduct the Hearing and make their decision in the absence of that person(s).

## **3 Stewards Decisions**

- a) After the Hearing has concluded the Stewards will present a decision consistent with the information available at the Hearing, and subject to the Rules impose such Penalties and make such orders and give such directions as they may think fit.
- b) As far as is practical, at the conclusion of all Hearings the Stewards will give reasons for their decision.
- c) After a Hearing has concluded, the Stewards may provide written reasons for the decision.
- d) Should the Stewards of the Meeting decide that the imposition of a suitable penalty is not within their powers, they will refer the matter to a Tribunal for a decision on penalty, including their recommendation on penalty. The Stewards of the Meeting must also advise the parties of their penalty recommendation.
- e) All persons affected by or concerned in a Hearing will be bound by the decision of the Stewards, subject only to rights of Appeal.
- f) KA shall at all times have the right to publish a decision following a Hearing, including the names of any person or entity involved. Any person or entity whose name is published pursuant to this Rule shall have no cause of action against KA or against any person publishing such decision.



## Chapter 12

### Protests

#### 1 General

- a) The right to protest lies only with a Protestor. A Protester is defined as follows:
  - (i) KA
  - (ii) a SKC
  - (iii) a Club
  - (iv) a Competitor directly affected.
  - (v) a parent or guardian on behalf of Competitor under the age of 18 years old where that Competitor has been directly affected.
- b) A Protestor seeking to protest against more than one (1) other Competitor must lodge as many Protests as there are Competitors involved in the matter concerned.
- c) In the case of a Protest against alleged breaches of the Technical Rules, a separate Protest and accompanying fee must be lodged for each single technical issue or item against which a Protest is made.
- d) Every Protest must be in writing on the KA "Notice of Protest Form" addressed to the Stewards of the Meeting and accompanied by the Protest fee of \$100.
- e) In the case of a Protest relating to the eligibility of a Kart, the Protest must be accompanied by an additional bond of \$1,000 plus GST, payable to KA, which will be held to cover the costs of the dismantling operation or process.
- f) The Protest fee may only be refunded by order of the Stewards if the Protest is upheld, otherwise the Protest fee will be forfeited to KA or the relevant State Karting Association as appropriate.
- g) The Notice of Protest must be lodged where the Protest:
  - (i) is against the entry of a Competitor, within two (2) hours after the closing time for the receipt of entries for the Meeting;
  - (ii) is against the make-up of a grid for a Competition, prior to forty five (45) minutes before the scheduled time of the opening of out grid for that Competition;
  - (iii) is against the race results, must, except in circumstances which the Stewards consider as physically impossible, be made within thirty (30) minutes after the publication of the provisional results;
  - (iv) relates to any other matter occurring at a Meeting, no later than thirty (30) minutes after the publication of provisional results.
- h) The Stewards shall treat all Protests referred to above as urgent and shall hear them as soon as practicable.
- i) The time limits for lodging a Protest may only be extended by the Stewards, if it can be shown that there were exceptional circumstances.
- j) A Protest not dealt with by the Stewards of the Meeting must be referred to a Disciplinary Tribunal for a Hearing.
- k) A Tribunal or Court shall not have jurisdiction to extend any time limits that have been determined by the Stewards.

## **2 *Protesting the Actions of an Official***

- a) A Protestor may Protest the actions of an Official which must only relate to assault and/or intimidation of a person at a Meeting.
- b) The Notice of Protest must be forwarded to the National Tribunal Registrar within forty-eight (48) hours of the alleged breach of the Rules taking place. This may be either by Registered Mail, fax or email.
- c) The National Tribunal Registrar upon receipt of the Protest must:
  - (i) acknowledge receipt of the Protest to the Protestor; and
  - (ii) confirm the Protest was received within the required time frame
- d) The National Tribunal Registrar, once having reviewed the Notice to Protest, will decide if
  - (i) an alleged breach of the Rules has occurred; and/or
  - (ii) the alleged issue is not in the best interests of Karting generally; or
  - (iii) the Protest is frivolous and/or vexatious.
- e) The National Tribunal Registrar may in their absolute discretion determine if the matter warrants being referred to a Disciplinary Tribunal or rejecting the Protest. The National Tribunal Registrar's actions in this regard are not subject to Protest or Appeal.
- f) The National Tribunal Registrar may refer the Protest to a State Tribunal Registrar to facilitate a Disciplinary Tribunal to hear the matter as soon as practicable but not more than thirty (30) days after the receipt of the Protest.

## **3 *No Right of Protest***

- a) No right of Protest exists against any decision:
  - (i) made by the Stewards in the course of carrying out their duties pursuant to these Rules; or
  - (ii) of a Judge of Fact concerning a question which they have been officially appointed to decide.
  - (iii) to refuse an entry to a Meeting.
  - (iv) the use of the red flag
  - (v) injured Driver clearance
  - (vi) Baulk Line
  - (vii) a decision made regarding Tyres

## **4 *Examination of Kart, Assembly or Component***

- a) A Kart, assembly or component thereof, the subject of any Protest against its eligibility or qualification, will immediately be impounded or sealed for examination by the Chief Technical Officer or their delegate.
- b) The examination of any Kart, assembly or component impounded or sealed pursuant to these Rules will be carried out under the authority of the Chief Scrutineer who must report in writing the results of such examination to the Stewards.
- c) At the direction of the Stewards, parts or components of a Kart may be sealed for examination at a later time by the Chief Scrutineer or their delegate.
- d) Only the Technical Inspector and the Competitor whose component is being inspected are entitled to attend the examination.
- e) The costs of dis-assembly and re-assembly of a Kart, assembly or component, together with reasonably necessary costs of impounding and/or transport of the subject Kart, assembly or component for such examination, must be paid to KA by the unsuccessful party to the protest.
- f) Any assessment which needs to be made of the "reasonably necessary costs" referred to in the Rules, will be made by either the Stewards hearing the protest or KA.

- g) If the Protestor is the unsuccessful party, the whole or part of the bond will be applied to the costs referred to in the Rules and, if that bond is insufficient to cover such costs, the Protestor will become liable to KA for the balance, provided that the total amount of the costs is verified pursuant to the Rules.
- h) The whole of the bond referred to in the Rules may be refunded only if the protest is upheld.

## **5 Hearing and Judgement**

- a) Upon receiving a Notice of Protest, the Stewards will conduct a Hearing.
- b) The hearing of a Protestor and all parties concerned by a protest shall take place as soon as practicable.
- c) The concerned parties shall be given Notice to Attend the Hearing, and may be accompanied by witnesses.
- d) In the absence of any concerned party or of their witnesses, judgement may be made in their absence.
- e) If judgement cannot be given immediately after the hearing of the parties concerned, they must be advised of the time and place at which the decision will be given; subsequent to which all parties concerned will be bound by the decision.
- f) Once the Stewards decision is given, all parties must be advised of their right of Appeal.

## **6 Right of Appeal**

- a) Only KA, a State Karting Association or a party directly impacted by the Stewards decision has the right of Appeal.

## **7 Forfeiture of Fee**

- a) If the Stewards dismiss the Protest, or if the Protest is withdrawn by the Protestor, the Protest fee will be forfeited.

## **8 Vexatious Protests**

- a) If, during a Hearing, the Stewards determine the protest is frivolous, malicious or vexatious or consider that the Protestor acted in bad faith, the Protestor shall be deemed to have breached these Rules.
- b) In such case the Stewards shall impose a Penalty on the Protestor.

## CHAPTER 13

### Tribunals

#### 1 General

- a) KA Tribunals are of two (2) distinct types, Disciplinary Tribunals and Appeal Tribunals.
- b) Disciplinary Tribunals are essentially minor courts and are established to deal with cases brought before them by KA by way of charges against a person or groups subject to the Rules.
- c) Disciplinary Tribunals have two (2) primary functions:
  - (i) to determine whether or not a charge heard by them is proved, and if so, impose the appropriate penalty; or
  - (ii) to determine the appropriate penalty that should be imposed following a Stewards Hearing, where the Stewards have found the person in breach of the Rules and have recommended a penalty be imposed which is outside of their powers.
- d) Disciplinary Tribunals will always have the right to make any recommendation to KA that may seem fitting and relevant following a Tribunal Hearing.
- e) Appeal Tribunals are appointed to hear an appeal arising from a decision by:
  - (i) The Stewards of the Meeting following a Hearing; or
  - (ii) A Disciplinary Tribunal
- f) Appeal Tribunals are obliged to confine their decisions to the matters actually appealed, though they are free to make recommendations to KA arising out of their deliberations.
- g) Tribunals also take judicial notice of decisions handed down by AMSAC.
- h) It is important to note that the task of judicial bodies is to administer fairly the laws or Rules which it is their task to interpret and apply. In doing so the following points should be borne in mind:
  - (i) The prime function of the Tribunal is to do justice. Justice in this sense means the application of the Rules to a particular set of circumstances.
  - (ii) The task of a judicial body, is the administration and enforcement of these Rules.
  - (iii) Tribunals and Stewards must avoid the temptation to apply or interpret Rules in a technical or convoluted manner so as to obtain a result which they see as justice.
  - (iv) It is not the task of a judicial body to form opinions as to the wisdom or otherwise of a Rule which they may be called upon to apply.
  - (v) When considering the application of the Rules and the matters covered within the Rules and in consideration of the facts of the matter before them, Tribunals and Stewards should at all times endeavour to apply the principles of what a reasonable person would consider to be a just finding on the intent of the Rules irrespective of whether or not they feel that there may be some defect in the form of the Rules.
- i) At any Tribunal Hearing the person attending:
  - (i) must state their case in person;
  - (ii) may at the discretion of the Tribunal, have the assistance of the Competitor or where the Competitor is an entity, the legally authorised representative;
  - (iii) subject to Rule iv) below, if under eighteen years of age, must be accompanied by a parent or adult guardian;
  - (iv) will not be entitled to be assisted, have present or be represented in any circumstances by a person who is, or was, a legal practitioner.
- j) Tribunals arising out of National level events will be convened by KA.

k) Tribunals arising out of State and Club level events will be convened by the Host State Office as indicated in the Rules.

## **2 Composition of Tribunals**

- a) Certain basic qualifications are required of any person acting in a judicial capacity.
  - (i) They must not be involved personally or have any interest in the matter at issue,
  - (ii) they must have had no connection, other than as a spectator, with any Meeting where the matters arose;
  - (iii) they must have had no prior contact with, or made any decision affecting the matter at issue;
  - (iv) they must be impartial and must take into account only the evidence brought before them and
  - (v) they must act only in accordance with the body of law under which they are appointed.
- b) The Board and/or SKC members and executive are not permitted to act as judicial Officials.
- c) It is not desirable for administrative Officials to act in a judicial capacity, especially in Tribunals, as frequently they are involved in prosecuting charges and it is undesirable to appoint active organisers and Competitors to such positions primarily because of their potential or actual interests in events or persons.

## **3 Location and Arrangement of Tribunals**

- a) A suitable room, with adequate space for the Tribunal, the parties and witnesses, and preferably in a neutral venue should be selected.
- b) Provisions may be made for the press, if the Tribunal permits media attendance, and arrangements must be made to record the Hearing in full.
- c) A party or a witness may, subject to the prior approval of the Tribunal, take part in the proceedings by telephone conference.

## **4 Disciplinary Tribunal Procedures**

*(For matters brought before it in accordance with General Rules, Chapter 13 Rule 1 c) (i))*

- a) The Chairman should announce the opening of the Tribunal, stating its authority, its composition, and the purpose of the Hearing. Appearances by the parties are then taken.
- b) The accused is to be asked whether they object to any member sitting, if so, on what grounds. If no objection is received, the case proceeds.
  - (i) If an objection is received, it must be examined and may involve one (1) or more members being declared ineligible to sit. (If more than one (1) member steps down as ineligible the hearing must be adjourned, two (2) being the minimum number acceptable on the bench).
  - (ii) If the objections are not considered valid, they may be overruled by the Tribunal, and the case will then proceed. (In such case the objection must be noted and in due course included in the summary of the proceedings).
- c) The charge or charges shall then be read to the accused, either by a clerk of the Tribunal (if there is one) or by the Chairman and the accused will plead to each charge.
- d) If a plea of 'guilty' is received, the proceedings in such case may be shortened and proceed directly to representations regarding penalty.
- e) If a plea of 'not guilty' is received, the case proceeds as follows:
  - (i) The prosecution proceeds first, and is normally required to produce evidence of the existence of a Rule and/or Rules allegedly breached, and evidence of the breach.
  - (ii) The prosecution may call witnesses, in which case the defence will be given the opportunity to cross-examine those witnesses.
  - (iii) The defence may then lead evidence in rebuttal of the prosecution's case.
  - (iv) The defence may call witnesses to give evidence on its behalf, in which case the prosecution will be given the opportunity to cross-examine those witnesses.
  - (v) The defence will then address the Tribunal, summarising the case for the accused. No new evidence may be presented during this address.

- (vi) The prosecution will then address the Tribunal, summarising the case for the prosecution. No new evidence may be presented during this address.
- (vii) The Tribunal will then determine the guilt or otherwise of the accused, adjourning the Hearing if necessary to do so. No other persons shall be present or partake in any discussion with the Tribunal at this stage, unless the Tribunal has both parties before it together.
- (viii) If the Tribunal finds the charge not proved it shall dismiss the charges.
- (ix) If the Tribunal finds the charges or charges proved, it shall announce a finding of guilty and then hear argument on the question of penalty. Such argument shall be advanced by the prosecution, followed by representation by the defendant.
- (x) The Tribunal shall determine and announce whether a penalty is imposed, and if so its nature and extent if relevant (e.g: Suspension and its duration).
- (xi) The Tribunal may hear arguments if any on the question of costs and may make or not make an award of costs as is proper and fitting in all of the circumstances provided always that no costs shall be awarded against KA, a State Association or any member Club of a State Association..
- (xii) The Tribunal, in giving judgement for or against the accused, shall do so by writing down its judgement and reading it aloud to the parties appearing. Such judgement shall include the Tribunal's reasons for its findings, and shall include a statutory reminder to the parties of their rights of appeal.
- (xiii) Such judgement may, moreover, include any recommendation which the Tribunal deems fitting in respect of the matter and the effects of its judgement.
- (xiv) The Chairman will then declare the proceedings closed.

## 5 **Disciplinary Tribunal Procedures**

(For matters brought before it in accordance with General Rules, Chapter 13 Rule 1 c) (ii) – Application of Penalty from a Stewards Hearing)

- a) The Chairman should announce the opening of the Tribunal, stating its authority, its composition, and the purpose of the Hearing. Appearances by the parties are then taken.
- b) The defendant is to be asked whether they object to any member sitting, if so, on what grounds. If no objection is received, the case proceeds.
  - (i) If an objection is received, it must be examined and may involve one (1) or more members being declared ineligible to sit. (If more than one (1) member steps down as ineligible the hearing must be adjourned, two (2) being the minimum number acceptable on the bench).
  - (ii) If the objections are not considered valid, they may be overruled by the Tribunal, and the case will then proceed. (In such case the objection must be noted and in due course included in the summary of the proceedings).
- c) The findings from the Stewards Hearing including their recommendation on the penalty to be imposed on the respondent shall then be read to the defendant, either by a clerk of the Tribunal (if there is one) or by the Chairman.
- d) The Tribunal shall hear argument on the question of penalty. Such argument shall be advanced by the prosecution, followed by representation by the defendant.
- e) The Tribunal shall determine and announce whether a penalty is imposed, and if so its nature and extent if relevant (e.g: Suspension and its duration).
- f) The Tribunal may hear arguments if any on the question of costs and may make or not make an award of costs as is proper and fitting in all of the circumstances provided always that no costs shall be awarded against KA, a State Association or any member Club of a State Association..

- g) The Tribunal, in giving judgement for or against the defendant, shall do so by writing down its judgement and reading it aloud to the parties appearing. Such judgement shall include the Tribunal's reasons for its findings, and shall include a statutory reminder to the parties of their rights of appeal.
- h) Such judgement may, moreover, include any recommendation which the Tribunal deems fitting in respect of the matter and the effects of its judgement.
- i) The Chairman will then declare the proceedings closed.

## 6 **Appeal Tribunal Procedures**

- a) The Chairman will announce the Tribunal's authority, its composition and its purpose. Appearances by the parties are then taken.
- b) The parties are to be asked whether they object to any member sitting, if so, on what grounds. If no objection is received, the case proceeds.
- c) If an objection is received, it is to be handled in the same manner as prescribed for Disciplinary Tribunals.
- d) To shorten the proceedings, the parties may at this stage stipulate certain facts or the admissibility of certain documents (eg. if a transcript summary, or both, has been made available to the Tribunal and to both parties, of either proceedings giving rise to the Appeal, such may be stipulated as accurate on Appeal).
- e) The Appeal Tribunal must be restricted to the grounds of the Appeal which are stipulated in the Appeal proper and to the evidence previously presented. An Appeal Tribunal is not a re-hearing of the evidence and accordingly no new evidence is permitted to be produced.
- f) The appellant goes first, addressing the Tribunal. They should start by:
  - (i) briefly summarising the points they are going to make;
  - (ii) what evidence they will lead; and
  - (iii) what, if any witnesses they will call.
- g) The appellant will then lead evidence, calling witnesses if they wish, and/or they may give evidence themselves.
- h) The respondent will be given the opportunity to ask questions in cross-examination of each witness.
- i) The respondent will follow similarly, also addressing the Tribunal and /or calling evidence. The respondent may also call witnesses to give evidence, in which case the appellant will be given the opportunity to cross-examine those witnesses.
- j) The respondent then makes their final address if they desire to do so. No new evidence may be presented during this address.
- k) The appellant then makes their final address if they desire to do so. No new evidence may be presented during this address.
- l) The Tribunal will then determine whether, and if so, to what extent the Appeal shall succeed, adjourning the hearing if necessary to do so.
- m) The Tribunal shall then deliver its judgement by writing it down and reading it aloud to the parties concerned.
- n) Such judgement shall include:
  - (i) reasons for the findings, and
  - (ii) if a penalty has been imposed, the specific details of the penalty including any associated conditions; and
  - (iii) a reminder to the parties of their rights of appeal in accordance with the Rules; and
  - (iv) a direction as to the disposition of the Appeal fee, either by way of its return to the appellant or forfeiture to KA or the relevant State Karting Association if the appeal has failed.

- o) The judgement of the Tribunal shall include the time and date at which the judgement was given.
- p) The Tribunal may hear arguments, if any on the question of costs and may make or not make an award of costs as is proper and fitting in all of the circumstances provided always that no costs shall be awarded against KA, a State Association or any member Club of a State Association unless any of these bodies are an unsuccessful party.
- q) The Tribunal shall provide a copy of its judgement to each party so that they make informed judgements as to an Appeal.
- r) The Chairman will then declare the proceedings closed.

## **7 Witnesses and Examination**

- a) Witnesses are presumed to be speaking the truth.
- b) They may be examined by the party calling them, and shall give evidence directly and/or by answers to questions.
- c) They may not be "led" on examination by the party calling them, that is to say, they may not be asked questions generally which put words into their mouths, though this is relaxed somewhat for formal identification, etc.
- d) On cross-examination this does not apply.
- e) Questioning may take the form of 'leading' or suggestions, and the opposing party is entitled to test the credibility of the other side's witnesses.
- f) Re-examination, ie. questioning by the witnesses' own side, is usually confined to clarification of matters raised in cross-examination.

## **8 The Nature of Evidence:**

- a) Direct evidence is usually the oral evidence of a witness (though it may include documentary evidence as below), and is given by some person who themselves saw or heard or otherwise perceived the fact or facts to which they testify.
- b) Hearsay evidence (ie. evidence that the witness was told something) is not valid evidence of the thing itself, and is usually inadmissible as such. A witness may have been told that a Kart went over a fence. All they can certify to as a witness is that they were told this and that they have no evidence that the Kart did go over the fence.
- c) Opinion is not in itself generally admissible. An exception is when a person is accepted by the Tribunal as an "expert" in respect of the particular matter at issue must be in accordance with these Rules. For example, any engineer, or a doctor or even a noted Driver may qualify or be stipulated as an expert in their particular field, and hence give expert opinion as evidence. They will, however, be subject to cross-examination in such areas of evidence and their evidence will be evaluated, not by other experts in their field necessarily but by the Tribunal.
  - (i) Opinions expressed by witnesses other than experts are valueless as evidence of the matter at issue, though they may be illuminating as to the credibility of the witness. They are inadmissible.
- d) Documents may be tabled in evidence; in such case, they must be proved as to their source, validity, relevance, etc. and to do so it may be necessary to call direct evidence (eg. an official letter from a company, a parts manual, etc.)
- e) Things may be submitted as evidence, to speak for themselves, as for instance a cylinder head in question. Other evidence is usually required to prove the authenticity or relevance of such 'real' evidence.
- f) Circumstantial evidence, the fact of the existence of a number of situations or occurrences or circumstances may be put in. It may be cogent (a man seen running from the otherwise deserted scene of an offence at the time it was committed) or it may be valueless, but it is admissible.



- (i) It is not permitted to introduce, prior to conviction, any evidence relating to other convictions. However, should a person be found guilty of a charge, the fact of their earlier breaches of the Rules may relevantly be pressed in pleas as to penalty. They must be established, mere suspicion only of these is inadmissible unless, of course, admissions have been made by the accused person. Similarly it is forbidden to introduce material in addresses that could have been and should have been produced in evidence. Failure to give evidence is not in itself an admission of guilt, but it may give rise to certain conclusions by reasonable people; the innocent usually in human experience assert their innocence, and failure to do so while subject to examination is rightly capable of being interpreted as an admission of guilt.
- g) Judicial Notice. Certain facts need not be proved by evidence in respect of KA Tribunals. The general authority of the Tribunal to sit is assumed, if stated (subject to objections as to its individual members).
  - (i) KA is agreed to be the authority over Karting activity in Australia;
  - (ii) The KA 'Australian Karting Manual' is taken to be an official KA publication, and the Rules included therein as applying to the Hearing.
  - (iii) People acting as Officials of a Meeting are assumed to have been properly appointed, though if called as witnesses they usually assert the same to be so;
  - (iv) KA is by statute entitled to intervene in any of its Tribunals, whether or not an opposing party
  - (v) The meaning of the English language is presumed to be understood by ordinary people, and so on.
  - (vi) There would be no end to litigation if everything had to be proved.
- h) Video, photographic or other film evidence of an occurrence may be admitted as evidence.
  - (i) Before such evidence can be admitted, it must be clearly identifiable and established that it relates to any occurrence under consideration.
  - (ii) The Stewards or a Tribunal should decide what weight can be given to such evidence bearing in mind other evidence given before the Hearing.
  - (iii) The video or film may be shown on as many occasions and at any speed as considered necessary by the Stewards or the Tribunal
  - (iv) The Stewards or the Tribunal shall determine at their discretion when and how the video or film shall be presented or replayed.
  - (v) The audio component of the film or video may be muted if considered necessary by the Stewards or Tribunal
  - (vi) The video or film shall be viewed initially in total silence but the Stewards or Tribunal may in their discretion decide whether at any subsequent playing it shall be accompanied by any comment by those present as witnesses, or as a party to the proceedings.

## 9 Degree of Proof

- a) In civil cases, the degree of proof is usually required only to be by the preponderance of evidence – they are settled on the balance of probability, ie, what seems most likely from the evidence. Although some social or sporting stigma may accrue to persons found guilty of a charge under the Rules of a sporting body, it is not usually sufficient to justify the necessity of proof "beyond reasonable doubt", though such a case could arise.

## 10 General Conduct

- a) Though KA Tribunals do not have either the status or the authority of Courts of Law, though witnesses can neither be compelled to attend or give evidence, and though many of the parties and the Tribunal members are known to each other more or less well, there can be no justification for informality prevailing at hearings of Tribunals (other than in isolated instances of natural humour).

- (i) Formality, the maintenance of form, is a means of ensuring that
    - all the things that ought to be done are in fact done in an orderly manner and
    - that nothing that should not be done is done.
  - (ii) An added effect is that of natural gravity, the ceremony associated with formality always lending to proceedings the appropriate air of seriousness.
- b) Informal proceedings may achieve a just end, but they seldom appear to do so. The Tribunal in such cases loses stature and authority and the law itself becomes, or may become, an object of contempt. The use of first names, the relaxing of basic rules of evidence, lapses from decorum, the permissibility granted to interjectors, the acceptance of casual or intemperate behaviours -these add nothing to the Tribunal's stature and take much away from its purposes.
- c) The conduct of any Tribunal is a question for the Chairman, and it is to the advantage of all if they insist upon the above guidelines being followed.

## CHAPTER 14

### Appeals

#### 1 Types of Appeals

- a) There are three (3) kinds of appeals on sporting matters:
  - (i) an appeal from a decision of the Stewards of the Meeting, to an Appeal Tribunal.
  - (ii) an appeal from a decision of a Disciplinary Tribunal to an Appeal Tribunal.
  - (iii) an appeal from a decision of an Appeal Tribunal to the AMSAC.

#### 2 Right of Appeal to an Appeal Tribunal

- a) The right of appeal against a decision made as a result of a Hearing is available to an appellant following:
  - (i) a Stewards Hearing; or
  - (ii) a Disciplinary Tribunal.
- b) The right of appeal is available only on the following grounds:
  - (i) the severity of the Penalty; and/or
  - (ii) an error in the application and interpretation of the Rules; and/or
  - (iii) Natural Justice having been denied at the relevant Hearing.
- c) Neither the appellant nor the respondent may produce any new evidence at the appeal without the prior written permission of the Tribunal. The Tribunal shall not give permission to produce new evidence unless:
  - (i) the evidence could not by reasonable diligence have been obtained by the appellant prior to the conclusion of the Hearing; and
  - (ii) which is of sufficient value that, considered with other evidence which was before the Hearing, the Stewards or Disciplinary Tribunal may have reached a different decision.
- d) KA or SKC may appeal to an Appeal Tribunal, if it is satisfied that an appeal should be brought in the best interests of Karting. These bodies must comply with the time limits set out in these Rules, however they will not be required to pay an appeal fee.

#### 3 Procedures, Time Limits and Fees for Lodgement of an Appeal to an Appeal Tribunal

- a) Notice of Intention to Appeal
  - (i) The form of the Notice of Intention to Appeal is available at [www.karting.net.au](http://www.karting.net.au)
  - (ii) Within thirty (30) minutes of being advised of the Stewards' or Disciplinary Tribunals decision against which an appellant seeks to appeal, the appellant must lodge the Notice of Intention to Appeal with the Stewards or Tribunal.
  - (iii) The Notice of Intention to Appeal must be accompanied by the appeal fee.
  - (iv) The right to appeal is automatically forfeited if the appellant does not provide the written Notice of Intention to Appeal and the appeal fee within time to the Stewards or Tribunal.
- b) Notice of Appeal
  - (i) The form of the Notice of Appeal is available at [www.karting.net.au](http://www.karting.net.au)
  - (ii) The Notice of Appeal must be lodged prior to midnight on the third (3rd) day after being advised of the Stewards' or Disciplinary Tribunals decision against which an appellant seeks to Appeal.

- (iii) The Notice of Appeal may be lodged by electronic transmission (facsimile or E-mail) provided an original hard copy of the Appeal is posted or otherwise delivered to:
    - For National level events:  
KA Appeal Tribunal Secretary  
P.O. Box 272,  
Penrith BC, NSW 2751  
Email: admin@karting.net.au
    - For State and Club level events:  
KA Appeal Tribunal Secretary  
Addressed to the host State Office Location as indicated in the Rules
  - (iv) The Notice of Appeal must confirm the intention to Appeal and must contain all matters which the appellant intends to raise before the Appeal Tribunal.
  - (v) The right to Appeal is automatically forfeited if the appellant does not lodge the Appeal with Appeal Tribunal within the time provided in these Rules.
- c) Appeal Fees
- (i) The following Appeal Fee must accompany the Notice of Intention to Appeal:
    - For National level events an Appeal Fee of \$3,100 inc GST
    - For State and Club level events an Appeal Fee of \$650 inc GST
  - (ii) The Appeal Fee remains payable even if the appellant does not follow up the declared Notice of Intention to Appeal
  - (iii) No part of the Appeal Fee will be returned to the appellant if the Appeal is withdrawn at any time or if Appeal Tribunal rejects the Appeal.
  - (iv) If the Appeal Tribunal finds the Appeal partly founded, the Appeal Tribunal may order a part of the Appeal Fee be returned to the appellant.
  - (v) If the Appeal Tribunal upholds the Appeal, the Appeal Tribunal may in its discretion order part or all of the Appeal Fee be returned to the appellant.

#### **4 Status of an Appellant**

- a) Subject to the provisions of the Rules, delivery of the Notice of Intention to Appeal to the Stewards or Disciplinary Tribunal and lodgement of the Notice to Appeal will not affect the validity or operation of any decision or order of the Stewards or the Disciplinary Tribunal, the subject of the Appeal.
- b) Delivery of the Notice to Appeal to the Stewards or the Disciplinary Tribunal will only have the effect of suspending the operation of the following types of Penalties:
  - (i) a reprimand,
  - (ii) a fine,
  - (iii) a deduction of series' points,
  - (iv) a suspension or a disqualification;
 until such Penalty/ies are either:
  - (i) confirmed or rejected by the Appeal Tribunal; or
  - (ii) the appellant defaults in prosecuting the Appeal.
- c) An Appeal against any Penalty other than those mentioned in Rule b) above will not set aside the Penalty pending the outcome of the Appeal.

#### **5 Location of Appeal Tribunal Hearings**

- a) An Appeal will generally be heard in the State in which the event was held.
- b) The Appeal Tribunal may in its discretion decide to facilitate the Hearing by teleconference.
- c) Appeals arising from a National level event may be heard in a different State from that where the event was hosted at the absolute discretion of the Appeal Tribunal.

- d) Appeals will be heard within fourteen (14) days after the conclusion of the Meeting, or the publication of the findings of the Stewards or Disciplinary Tribunal, whichever is the latter from which the Appeal arose unless:
  - (i) The Appeal Tribunal orders otherwise at least forty eight (48) hours prior to the time scheduled for the hearing of the Appeal; or
  - (ii) any other place or time and day as agreed by Appeal Tribunal with the parties to the Appeal.

## **6 Appellant to Facilitate Hearing**

- a) To facilitate hearings by the Appeal Tribunal, an appellant must:
  - (i) appear at the time and place set for the hearing of the Appeal;
  - (ii) fully co-operate in good faith with the Appeal Tribunal;
  - (iii) provide the Appeal Tribunal with a full and truthful account of matters within their knowledge;
  - (iv) fully and truthfully answer any questions;
  - (v) at the request of the Appeal Tribunal, produce any document, image, videotape or any other thing in their possession or under their control;
  - (vi) not make any false or misleading statement to, or make a statement either calculated or likely to mislead, the Appeal Tribunal.
- b) At any Appeal Hearing if a person, or a person's witnesses, fails to attend at the time and place as required, in their absence the Appeal Tribunal may determine the Appeal.
- c) An appellant who, in the opinion of the Appeal Tribunal, fails to comply with any of the requirements of this Rule 14.6, may be dealt with by the Appeal Tribunal as it sees fit in its absolute discretion.
- d) An appellant's attendance, including that of their witnesses, at an Appeal Tribunal Hearing and associated costs shall be at the Appellant's sole cost.

## **7 Powers to Impose a Penalty**

- a) An Appeal Tribunal may impose or vary any penalty provided such imposition or variation is within the range of penalties it is empowered to impose pursuant to the provisions of these Rules.
- b) An Appeal Tribunal may not order a race to be re-run.
- c) An Appeal Tribunal may alter any decision made by an Official or Officials or by a SKC.
- d) An Appeal Tribunal shall not alter a decision of the Board.

## **8 Decisions Binding**

- a) All parties to the Appeal will be bound by the decision, and any consequent orders, of the Appeal Tribunal, subject only to their right of Appeal to AMSAC

## **9 Vexatious Appeal**

- a) If the Appeal Tribunal comes to the conclusion that the Appeal was frivolous, vexatious or the appellant has acted in bad faith, the Appeal Tribunal may make such a finding and impose on the appellant any Penalty pursuant to these Rules.

## **10 Appeals to AMSAC**

- a) AMSAC is the final court of Appeal in respect of Karting, as administered by KA in Australia.
- b) The decision of an Appeal Tribunal may be appealed to AMSAC.
- c) The AMSAC shall constitute a final court of appeal empowered to settle finally any dispute arising out of or in connection with the control by KA of Kart Competitions within its territory save as specifically provided in these Rules.
- d) Hearings of Appeals by AMSAC will be in accordance with the rules of AMSAC as described in the current CAMS Manual of Motorsport
- e) The awarding of costs will be in accordance with the rules of AMSAC as described in the current CAMS Manual of Motor Sport.



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# Competition Rules

### General Competition Rules

#### 1 General

- a) These Competition Rules
  - (i) apply to each Meeting conducted in Australia.
  - (ii) are to be read in conjunction with any Class or series sporting regulations which have been approved by KA

#### 2 Direction of Racing

- a) The direction of racing
  - (i) must be in accordance with the requirements of the Track Licence
  - (ii) will be set out in the Supplementary Regulations for a Meeting.
- b) During a Meeting, a Kart may only travel in the direction of racing indicated in the Supplementary Regulations.
- c) Drivers which are involved in an incident, may momentarily travel against the direction of racing, whilst they are attempting to re-join the Competition. The onus is on the Driver to ensure this action is undertaken in a safe manner and does not impede other Drivers.

#### 3 Meeting Program

- a) For National level Meetings the Organiser must produce a Meeting program.
- b) For State and Club level Meetings it is highly recommended that the Organiser produce a Meeting program
- c) The Meeting program will list the starting and finish times for each Competition at a Meeting.
- d) The Meeting Program must be included in an Addendum to the Supplementary Regulations for the Meeting.

#### 4 Alterations to a Competition

- a) The Clerk of the Course, with the permission of the Stewards of the Meeting in exceptional circumstances may make alterations to a Meeting program.
- b) The Clerk of the Course, with the permission of the Stewards of the Meeting in exceptional circumstances may reduce or extend the duration of any practice or qualifying session.
- c) The Clerk of the Course, with the permission of the Stewards of the Meeting in exceptional circumstances may shorten the duration of a Heat and/or Race.
- d) The Clerk of the Course, with the permission of the Stewards of the Meeting may shorten the duration of a Heat and/or Race if only one (1) Kart is still Competing in that Competition.

#### 5 Competitors Under Eighteen (18) Years of Age

- a) A Competitor under the age of eighteen (18) years who is called before an Official, must be accompanied by a parent or adult guardian before being addressed by an Official.

#### 6 Driver's Briefing

- a) Each Competitor and Driver entered for a Meeting must attend a Competitors and Drivers' Briefing at the scheduled time and place.
- b) The time and place of the Competitors and Drivers Briefing will be listed in the Supplementary Regulations for the Meeting.
- c) One (1) Competitors and Drivers Briefing will take place at a Meeting.
- d) A parent or legal guardian of a Driver under the age of 18 years old, must also attend the Competitors and Drivers Briefing.
- e) In exceptional circumstances an additional Competitors and Drivers Briefing may take place at a Meeting at the discretion of the Clerk of the Course.



## 7 **Safety Apparel**

- a) Each Driver must at all times while driving a Kart on a Track wear apparel in accordance with the Rules.
- b) A Driver who is involved in an incident and cannot retreat behind a protective barrier during Competition, must not remove any piece of their apparel until that Competition has concluded.
- c) A Driver who DNF's during any Competition and is transported back to the pit area aboard a motorised retrieval vehicle/trailer, must not remove any piece of their apparel until they have arrived back at the pit area and disembarked from the motorised retrieval vehicle and then only after it has come to a complete stop.

## 8 **Injured Driver Clearance**

- a) A Driver who is injured or appears to be injured, may be instructed by the Stewards of the Meeting, the Clerk of the Course or their delegate to obtain a written medical clearance from a qualified medical practitioner.
- b) Such Driver will be required to present the written medical clearance to the Stewards of the Meeting to allow them to decide at their absolute discretion if the Driver is to be permitted to continue to Compete in the Meeting.
- c) The decision of the Stewards of the Meeting in this regard is not able to be appealed.

## 9 **Consolidation of Classes**

- a) **The consolidation of Classes Rules have been developed so as to provide all Competitors at a Meeting with more time on Track. The Meeting Organisers and Stewards are very strongly encouraged to consolidate under-subscribed Classes/Divisions in accordance with the Rules so as to provide more quality time on Track for all Competitors.**
- b) For Meetings other than the **National Australian Kart Championship** the following Classes may be consolidated subject to the Track density indicated in these Rules:
  - (i) Senior Classes/Divisions may be consolidated
  - (ii) Junior Classes/Divisions may be consolidated
  - (iii) Cadet 9 and Cadet 12 Classes may be consolidated, however the Cadet 9 Competitors will be arranged on the grid at the rear of the Cadet 12 Competitors.
  - (iv) **MicroMax and MiniMax Classes may be consolidated, however the MicroMax Competitors will be arranged on the grid at the rear of the MiniMax Competitors.**
  - (v) When two (2) or more Classes/Divisions (Maximum 4) are consolidated, the race results and points allocation will be based on each individual Class.
  - (vi) **Where Classes are consolidated at Club level Competition, a single weight Division may be applied through State Regulations.**
  - (vii) If a lighter weight Class/ Division is not Competing at a Meeting a Maximum Kart weight will not apply.

## 10 **Timing Transponders**

- a) Each Competitor must have a functioning AMB compatible timing transponder fitted to their Kart for the purposes of timing during each Competition at a Meeting.
- b) Each Competitor will at all times be responsible for the correct fitting, maintenance and operation of the transponder in each Competition at a Meeting.

## 11 **Competition Numbers**

- a) Each Kart must display a Competition number at all times whilst on a Track.
- b) Irrespective of the background colour, Competition numbers must be clearly legible at all times during a Meeting.
- c) The Chief Lap Scorer, Chief Scrutineer and Clerk of the Course decision as to legibility of numbers is final.
- d) Competition numbers must contain a Maximum of two (2) digits.
- e) The number 0 or a Competition number preceding with 0, e.g: 05, is not permitted

- f) Unless otherwise approved by KA, the competition number must be displayed at the front and rear of a Kart in accordance with the following specifications:
  - (i) Must be mounted on the outside surface of the:
    - Nassau panel at the front of a Kart; and
    - on the number plate mounted to the bumper at the rear of a Kart.
  - (ii) A Minimum of 130mm high
  - (iii) A Minimum of 20mm thick,
  - (iv) Either plain or italic font type
  - (v) Appropriate colour numeral
  - (vi) On a full rectangular background of the appropriate colour
  - (vii) Have a Minimum of 15mm to all edges of the background.
  - (viii) For double digit numbers, there must be a Minimum of 15mm spacing between numbers.
  - (ix) The background colour must be a continuous unbroken rectangle.
- g) Unless otherwise approved by KA, competition numbers must be displayed on each side of a Kart in accordance with the following specifications:
  - (i) Must be mounted on the outside surface of each side pod
  - (ii) A Minimum of 100mm high and a Minimum of 15mm thick
  - (iii) Either plain or italic font type
  - (iv) Appropriate colour numeral
  - (v) On a full rectangular background of the appropriate colour,
  - (vi) The background colour must be a continuous unbroken rectangle.
- h) Unless otherwise approved by KA, competition numbers and background colours will be in accordance with the following criteria:
  - (i) Senior Classes: Yellow number plate with black numbers
  - (ii) Junior Classes: White number plate with black numbers.
  - (iii) Cadet Classes: White number plate with red numbers.
- i) A Driver who holds an E Grade licence or D Grade provisional licence must clearly display a "P" plate on the rear of the Kart at all times whilst they are on a Track.
- j) Class winners of any breast cancer foundation ladies only Competitions are allowed to use Pink number plates for the period of their reign in the Class that they were awarded in.
- k) In the event of two (2) Karts with the same number competing in any one Class at a Meeting where numbers are not allocated by the Organisers, the home Driver will be issued with a replacement number by the Organisers

## 12 Observed Driving

- a) Stewards of the Meeting and/or Clerk of the Course have the right to:
  - (i) Submit any Driver to undertake official practice laps for observation; and
  - (ii) Decide whether or not any Driver reaches such standards as they may deem necessary.

## 13 Driver's Ducking Head

- a) A Driver is not permitted to duck their head in a manner which will impede their forward vision during a Competition.

## 14 Driver's Shaking Hands

- a) A Driver is not permitted to shake hands with another Driver whilst driving in a Competition.

## 15 Stopping on the Track / Stalled Kart

- a) A Driver whose Kart stalls at the start of or during a Competition must hold one arm vertically above their head as a warning to the other Drivers on the Track.
- b) If for any reason a Driver is forced to stop their Kart on or near the Track, it will be their duty to place their Kart in such a manner as to minimise the danger or obstruction to other Competitors.

- c) Any Driver who is unable to restart their Kart and drive off within 15 seconds of an incident, without breaching any Rules, must as soon as it is safe to do so, exit their Kart and get themselves and their Kart to a safe position.
- d) No person may approach a stalled Kart until the remaining Competitors have passed the stalled Kart and it is safe to do so.
- e) A stalled Kart must be removed from the Track by the Driver and/or Officials.

## 16 Driver Age Restrictions

- a) Other than at National Championship, National Series and National Cup Events; Cadet 9, Cadet 12 and Junior Competitors under the age of fifteen (15) years old will not be permitted to practice, qualify or race on the Track at a Meeting other than on a Saturday and Sunday other than on a public holiday in that State or during School Holidays.
- b) Cadet 9, Cadet 12 and Junior Competitors who wish to Compete in a National Championship, National Series or National Cup Meeting must comply with the provisions of the KA Elite Junior Participation Policy which is available at [www.karting.net.au](http://www.karting.net.au).

## 17 Warm Up

- a) An Organiser may schedule time for a warm up for all Competitors on the their first day of Practice or Competition for the Class in which they are Competing.
- b) When a warm up is conducted at National level Meetings it must be a Minimum of five (5) minutes in duration.

## 18 Practice

- a) Practice sessions may take place at a Meeting.
  - (i) One (1) or more practice sessions may be scheduled at a Meeting for a Class.
  - (ii) Practice will be part of a Meeting
  - (iii) Practice may be a Competition
  - (iv) Practice may be timed
- b) During a practice session, a Competitor must only use a Kart which complies with the Rules including the relevant Class Rules
- c) Practice Discretion
  - (i) A Driver who does not participate in any practice session at a Meeting may be permitted to Compete at that Meeting at the discretion of Stewards of the Meeting. The decision of the Stewards of the Meeting in this regard may not be appealed.

## 19 Qualifying

- a) For National Championship, National Series and State Championship Meetings the Organiser must program one (1) qualifying session per Class.
- b) Each qualifying session must be a Minimum of eight (8) minutes and a Maximum of ten (10) minutes in duration.
- c) For all other Meetings or specific races that require qualifying to determine grid positions, the Organiser must program one (1) qualifying session per class of a minimum of six (6) minutes in duration.
- d) Weaving in a safe manner to warm Tyres during the first lap of the qualifying session is permitted.
- e) Timing for each qualifying session will commence when the first Kart crosses the Control Line.
- f) The out grid gate will remain open from the start of the session until all eligible karts have left the out grid.
- g) The chequered flag will signal the end of a qualifying session and will be shown after the designated qualifying session time has elapsed. Competitors will continue to be timed until the completion of their lap.
- h) The fastest single lap for each Driver, from all qualifying sessions, for each Class, will determine their respective grid positions for their Event.

- i) In the event of a tie, the second fastest lap for each Driver will determine the grid position. In the event of a further tie, the third fastest lap for each Driver will determine the grid positions and so on until the tie is broken.
- j) At events other than National Championship, National Series and State Championship Meetings, the first qualifying session for a Class may be run simultaneously with practice and/or warm up sessions when noted in the Supplementary Regulations for the Meeting.
- k) Failure to Register a Qualifying Time
  - (i) A Driver who fails to record a time during a qualifying session for any reason other than through the fault of an Organiser, may be permitted to continue Competing in that Class at the Meeting.
  - (ii) The Driver must seek the permission of the Stewards of the Meeting to continue to Compete. The decision of the Stewards of the Meeting in this regard may not be appealed.
  - (iii) Subject to the Stewards of the Meeting approval, the Driver will be placed at the rear of the Grid for the relevant Class.
- l) Exceptional Qualifying Circumstances
  - (i) If due to exceptional circumstances a qualifying session cannot take place or cannot be completed, the Stewards of the Meeting may allocate grid positions according to timed practice session times.

## 20 **Grid Determination**

- a) At the end of qualifying, the times achieved by each Driver will be officially published.
- b) Unless otherwise outlined in the Supplementary Regulations for a Meeting, all grid positions will be determined by the qualifying times from fastest to slowest.
- c) Competitors who are excluded from the qualifying session will be permitted to start from the rear of the grid.
  - (i) Such Competitors will be placed on the grid in order of timed practice times from fastest to slowest.
- d) If qualifying has not taken place, provisional licence holders must start at the rear of the entire field.

## 21 **System of Gridding**

- a) At National Championship and National Series Meetings the system of gridding will be stipulated in the Championship Sporting Regulations.
- b) A Grid Marshal shall make an announcement requiring all Competitors to the grid. Should this time be listed in the Meeting program an announcement will not be required.
- c) A Grid Marshal will allow two (2) minutes for all grid positions to be filled.
- d) A Competitor is permitted a Maximum of two (2) nominated pit crew to assist on the 'in and out grids'. The pit crew must display all the credentials required for that Meeting.
- e) Should a grid position not be occupied at the end of this two (2) minutes, the vacant position will be occupied by the next fastest Competitor so the grid does not have any vacant positions.
- f) The Driver who has qualified fastest will be on pole position and can select which side of the grid they wish to start from.
- g) The Driver who has qualified second fastest will assume the grid position opposite the Driver on pole position.
- h) All other grid positions will not be altered.
- i) A 2 minute signal will be given once the first Kart has crossed the Baulk Line. From this point, a Driver will have up to 2 minutes to clear the grid.
- j) Drivers must leave the grid in an orderly manner.
- k) A Competitor's nominated pit crew may undertake work on a Kart which is not able to start during this 2 minute period.

- l) Once this 2 minute period has elapsed, the grid gate is considered closed and the Drivers are under the Starters control. Any Karts still on the grid at this time will be deemed non-starters for that Competition.
- m) At temporary circuits it may be stipulated that an inline start will be used. If specified, a single line formation in grid order must be maintained until the starting signal is given.

## 22 Start Procedure

- a) The start procedure outlined in this Rule may be varied for National Championship and National Series Meetings. Any variations must be published in the Championship Sporting Regulations and/or the Supplementary Regulations for the National Championship or National Series Meeting.
- b) Le Mans type starts are forbidden.
- c) From the moment the Drivers come under the Starters control until the time that the start signal is given, the Starter shall fulfil all the duties of Clerk of the Course.
- d) Rolling Starts
  - (i) A Driver must maintain their grid position until the Starting signal has been given and failure to do so may incur a penalty. The Starter will be in a position near the Starting area. At events other than at National Championship and National Series Meetings, a Driver not in their correct grid position should signify by raising their hand above their head. Hands raised unnecessarily will incur a penalty. The Drivers will complete two (2) rolling laps before the Start signal will be given.
  - (ii) During the roll-up laps, an amber light will be displayed as a signal to Competitors.
  - (iii) The first rolling lap will end as Karts pass the grid apron the first time including when short circuits or roll up cut off areas are used unless the Track Licence defines otherwise. The practice of weaving to warm Tyres during the first rolling lap is permitted.
  - (iv) At the start of the second rolling lap, the Driver on pole position shall set the speed at which all Competitors shall approach the Starting area (which shall be no more than approximately 25% of race speed) in anticipation of a Start signal. Drivers will proceed around the Track at a reduced and constant speed, with no unnecessary acceleration and deceleration towards the acceleration line, lined up in two (2) lines of Karts. Each line of Karts shall remain outside of the marked no man's land.
  - (v) The Starter will then give the Start signal once the Driver on pole position is no more than 20 metres from the acceleration line provided that they are satisfied with the formation and speed of the Karts. A Driver will be permitted to accelerate once they have reached the acceleration line or if the Start signal has been given.
  - (vi) The Starter is not required to allow any additional formation laps to allow a Driver who has lost their position to regain it.
  - (vii) A green light or National Flag will be shown to signal the commencement of the Competition.
  - (viii) If no start signal is given each Driver must continue around the Track and maintain their reduced and constant speed until the start signal is given.
  - (ix) A Driver who enters the no mans land prior to the starting signal being given may be penalised.
  - (x) Should a significant number of Drivers not comply with the rolling start procedure outlined above the Clerk of the Course and/or the Stewards of the Meeting may either;
    - Return the Class to the in-grid by displaying the red and white chequered flag prior to the commencement of the race, then apply a starting infringement penalty to the offending Driver or Drivers, or
    - Allow the race to continue, and signal to the offending Driver or Drivers by use of the 'bad sportsmanship flag' that they have received a 10 second time penalty, which will be imposed at the completion of the race.

### e) Standing Starts

- (i) Drivers will complete two (2) rolling laps prior to stopping on the grid in their allocated position.
- (ii) The first rolling lap will end as Karts pass the grid apron the first time including when short circuits or roll up cut off areas are used unless the Track Licence defines otherwise.
- (iii) The practice of weaving to warm Tyres during the first rolling laps is permitted.
- (iv) Each Driver must stop in their allocated grid position at the conclusion of the rolling laps.
- (v) The start signal will be given within ten (10) seconds of the last Driver stopping in their grid position.
- (vi) When the Starter is satisfied with the grid order and the Karts are stationary on the starting grid, they will switch on the red light. The light will change to green not less than 3 seconds or not more than 8 seconds after the red light has been switched on, at which point the race will start.
- (vii) A Driver whose Kart stalls must raise one arm as a signal to warn other Drivers
- (viii) Once all other Karts have left the grid any stalled Karts may be restarted by persons authorised by Clerk of the Course.

## 23 Restarting of Karts

- a) The restarting of a Kart by a Cadet 9, Cadet 12 or Junior Driver during practice is only permitted if the Kart is fitted with an electric on-board starting device and can be restarted by the Driver alone without external assistance .
- b) The restarting of a Kart engine during a race which is not fitted with an electric on-board starting device is not permitted other than from the mechanical breakdown lane or if a race is stopped and restarted in accordance with the Rules.
- c) Prior to the start of a race, the Competitor is permitted two (2) nominated pit crew to assist a Driver repair and/or adjust their Kart only in either the mechanical breakdown lane (if in use) or the pit apron. Any such assistance must be undertaken in a safe location.
- d) In the event of a spin or collision during the rolling laps prior to the start of a Competition:
  - (i) Cadet 9, Cadet 12 and Junior Drivers are permitted to be restarted with the assistance of a nominated pit crew member at the discretion of the Officials.
  - (ii) Senior Drivers are permitted to restart themselves and/or may be restarted with the assistance of a nominated pit crew member at the discretion of the Officials.
- e) Other than in endurance racing, a Kart fitted with a clutch that spins or stops on the Track may continue to Compete provide that:
  - (i) The Driver remains seated in the Kart at all times.
  - (ii) The Driver does not touch the ground with either their hands or feet.
  - (iii) No other person has lifted, pushed or directly moved the Kart to get it mobile.
  - (iv) The Kart proceeds under its own power.
  - (v) Only Karts fitted with an on-board electric starter may restart the engine.
- f) The Starter is not required to allow any additional formation laps to allow a Driver who has lost their position to regain it.
- g) During a Meeting, Officials and nominated pit crew may assist in the removal of Karts from the Track to a safe location.
  - (i) Officials and nominated pit crew must be positioned in a safe location prior to the race commencing.

## 24 Race Stoppage Procedure

- a) A race may in extreme circumstances be stopped by the Clerk of the Course by using the red flag /lights.
- b) When a race is stopped it must be restarted over the remaining number of laps as determined by the Chief Timing Officer and approved by the Stewards of the Meeting, unless;

- (i) At least 50% of the race is completed by the leading Kart, in which case the race may be declared and finishing positions awarded according to positions at the last recorded lap of the lead Kart as determined by the Chief Timing Officer. Karts which were stationary when the Competition was stopped will not be classified as a finisher; or
- (ii) ~~At National Championship, National Series and State Championship Meetings where less than three (3) laps of the race remain to be completed by the leading Kart the finishing positions will be awarded according to positions at the last recorded lap of the lead Kart as determined by the Chief Timing Officer. Karts which were stationary when the Competition was stopped will not be classified as a finisher.~~
- c) Any Competitor who is stationary when a race is stopped will not be permitted to Compete in the restart of that race. This is not subject to Protest or Appeal.
- d) After a red flag stoppage, the Karts and Drivers are to be impounded in Parc Fermé. Drivers will remain under the direction of the Clerk of the Course.
- e) No adjustments or repairs are permitted to the Karts between the time a race was stopped and prior to the re-start of that race.
- f) A Kart which is considered by the Chief Scrutineer to be unsafe will not be permitted to Compete in the restart of that race.

## 25 Race Restart Procedure

- a) A Driver will be allocated a starting position for the race restart based on the positions of the last recorded lap as determined by the Chief Timing Officer, excluding the Competitors which were not classified as finishers and those who are not permitted to Compete in the restart by the Chief Scrutineer.
- b) If the Chief Timing Officer does not have a complete record of all starters, the Stewards of the Meeting may restart the race in the original order, excluding the Competitors which were not classified as finishers and those who are not permitted to Compete in the restart by the Chief Scrutineer, unless:
  - (i) If the race is stopped on the first lap, the race will be restarted in the original grid order, excluding the Competitors which were not classified as finishers and those who are not permitted to Compete in the restart by the Chief Scrutineer.
  - (ii) If a re-start is to be conducted over laps remaining, such a re-start is to be in single file at a pace directed by the Clerk of the Course. The Starter must allow all Karts to be clear of the out grid and in formation, if necessary allowing roll-up laps of the Track prior to signify the restart of the race.
  - (iii) A Competitor who is eligible to participate in a restart must be allowed one (1) spark plug change if the engine fails to fire after the first attempted restart. Subsequent attempts may be allowed at the discretion of the Clerk of the Course.

## 26 Win by Default

- a) If only one (1) Kart faces the Starter in readiness to start, in any race, due to a breakdown or withdrawal of other Competitors, then they shall be deemed to have won the race by default, subject to completion of a Heat.

## 27 Winner of Draw

- a) Should two (2) or more Competitors have equal points, grid positions or a final placing in any Event, the following process will be used:
  - (i) When initial Heat grids are allocated by the random draw on a computer:
    - Equal points for a grid position in a section of an Event, or a final placing in an Event, will be determined by the Competitor who has scored the highest number of first placings, then the highest number of second placings and so on throughout the relevant Event.

- Should there still be a draw, the draw will be determined by the Competitor with the higher placing in the most recent section of the Event.
- (ii) When initial Heat grids are determined by Qualifying:
  - Equal points for a grid position in a section of an Event, or a final placing in an Event, will be determined by the Competitor with the faster qualifying time.

## 28 Finishing Under Power

- a) The winner of a race shall be the Kart that crosses the finish line first (where Karts start at the same time), or covers the greatest distance in the time allowed (where Karts race over a set time) having regard for the fact that:
  - (i) Should the chequered flag be shown before the prescribed distance (or time) has been reached by the leader, the race shall be considered to have finished at the time such flag was shown; and
  - (ii) If the race is stopped by the use of a red flag and is declared a race, the results shall be calculated from the time the leader crossed the finish line at the start of the lap before the lap on which the red flag was shown;
  - (iii) When the event results are based on elapsed time, the chequered flag shall be shown to the leader on the first time they cross the finish line after the prescribed time has elapsed, unless the Supplementary Regulations for the event specify otherwise.
- b) In all cases, the results shall show:
  - (i) the winner first;
  - (ii) then each Kart classified as a finisher in the order of the number of laps completed by each; for each group of Karts completing the same number of laps, in order of the time taken to complete those laps;
  - (iii) then each Kart not classified as a finisher in the order of the number of laps each completed before the race finished; and then each Kart which was allocated a grid position in the race and which did not start.
- c) Any time penalty to be added to the results shall be added to the time taken by the relevant Kart to complete the race distance before the race results are compiled. It shall not affect the number of laps credited to that Kart.
- d) To be classified as a finisher, a Kart must have crossed the finish line on the track under its own power without any external assistance and been credited with having completed at least 75% of the distance completed by the winner of the event.
- e) Prizes and awards shall be distributed amongst all Competitors listed as finishers in the results in accordance with the regulations for the event.
- a) ~~A Kart must complete a race under its own power without any external assistance to be classified as a finisher in that Race.~~

## 29 Official Presentation

- a) All Drivers who qualify for an award at an International or National level Competition (National Championship, National Series, State Championship, National Cup, and National Trophy) shall attend the podium ceremony wearing their Driving Suit (secured at the neck) and the race winner's cap (if provided by the Championship.) Only in exceptional circumstances and then only with the approval of the Stewards will it be permitted for a Driver who has qualified for an award not to attend the podium ceremony. Failure to attend the podium ceremony and remain correctly attired until it has concluded will be considered a breach of the Rules.



### **Flag / Light Signals** (for illustrated flags refer to page 16)

#### **1 Signal Colours**

- a) Signals of the colours described below must only be used for purposes detailed in these Rules.

#### **2 Light Signals**

- a) It is permitted to replace and/or augment any flag signal with a light signal.  
b) Wherever in these Rules reference is made to a 'flag' or to a 'flag signal' it shall also mean reference to 'lights' and 'light signals' that may be in place to replace or augment flags and or flag signals.  
c) Coloured lights may be used to substitute flag signals.  
d) When using lights at a flag point at a Track, an Official must be present, unless determined otherwise by the Clerk of the Course and approved by the Stewards of the Meeting.  
e) At a Meeting held under artificial light, each flag point must have at least one (1) battery operated Yellow warning light and one (1) battery operated Red light. These lights must be approved by the State Track Inspector.

#### **3 Flag Size:**

- a) Flag sizes are to be a Minimum of 500mm x 500mm.

#### **4 Flag Signals:**

- a) The following flag signals will be obeyed by Drivers during Competition or practice.**

##### **b) National Flag:**

The National flag may be used to signal a race start.

##### **c) Green with Yellow Chevron:**

Restart. Reform on Track. To be used by the Starter and /or Clerk of the Course in the event of an error of judgement by the Starter. Can only be used prior to the first lap being completed by the race leader.

##### **d) Red and White Chequered:**

Signifies that it has been a false start or no start, return to pits, this flag is to be used by a Steward/ Clerk of the Course or Starter prior to the first lap being completed by the race leader to enable the Stewards of the Meeting to take immediate action for a breach of Rules prior to the start.

##### **e) Yellow: Danger—Reduce Speed- (Waved)**

A waved Yellow Flag / flashing yellow light is the signal of danger ahead.

Reduce your speed, do not overtake and be prepared to change direction. Maintain position until an operational flag point that is not displaying a yellow flag/light has been passed. To assist following Competitors and if it can be done with safety a Competitor should raise one arm to indicate that the Driver he/she is slowing for the yellow flag. Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these Rules.

#### **f) Green: (Optional)**

All Clear It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of the Course (usually only used at International Meetings).

#### **g) Blue: (Waved)**

A waved Blue Flag / flashing light signifies that you are about to be overlapped by one or more Competitors. On receiving this flag / light, you may continue with your race and hold your normal race line, but allow any overlapping Kart/s to pass unimpeded.

#### **h) Red: (Waved)**

A waved Red Flag / flashing red light means that all racing must shall cease. Driver will indicate by raising his/her arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on Track if necessary. This order shall be given only through the Clerk of the Course or Steward of the Meeting. Red lights may be used in addition to the red flag.

#### **i) Yellow with Red Stripes: (vertical)**

Deterioration of adhesion. Informs Drivers that the conditions of adhesion of the Track surface have suddenly deteriorated in the area beyond the flag.

This flag is most frequently used to signal that oil has been dropped on the Track, but it can also be used to inform Drivers of either a pool of water large enough to cause aquaplaning, or that due to a local shower Drivers are about to pass from a dry to a slippery surface; that being the case, the flag will be displayed accompanied by a hand pointed to the sky. This flag shall be displayed for four laps or until the surface returns to normal. It is not necessary for the sector beyond where the flag is being shown to show a green flag.

#### **j) Blue and Red Double Diagonal:**

This flag, at the discretion of the Clerk of the Course / Stewards of the Meeting, together with an appropriate board showing the Kart number/s, will be displayed to the Competitor/s who are about to be or have been overlapped.

On receiving this flag, the Competitor must stop racing, move off the racing line so as not to impede the progress of any other Competitors and return to the in-grid prior to completion of their next lap. Approaching the in-grid, the Driver of the lapped Kart must raise one hand to clearly signal to following Competitors that they are he/she is leaving the circuit.

Competitors who obey this flag will be classed as finishers and awarded a finishing position in the race.

Competitors who fail to obey this flag will be shown the black flag, together with an appropriate board showing their Kart number signalling them to immediately cease racing and return safely to the in-grid without impeding another Competitor, and report immediately to the Clerk of the Course or assistants. These Competitors will be penalised with Exclusion from that section of the Event by way of a Penalty Notification Form, and possible further penalty. There shall be no appeal against this decision or penalty.

**k) Black and White with Diagonal join:**

If this flag, together with a panel upon which the Competitor's Kart number is displayed to the Driver concerned, it indicates that the Competitor is being observed for unsportsmanlike behaviour. The Competitor must report to the Clerk of the Course or Steward immediately after the race.

**l) Black Flag:**

Should it become necessary for any reason to stop a Driver, this order shall be given through the Clerk of the Course with the authority of a Steward of the Meeting. The black flag shall be displayed to the Driver concerned, together with a panel upon which is shown the Kart number. Such signal indicates that once a Competitor receives the black flag they are to cease racing immediately and return to the pits next time the Driver he/she reaches it without impeding another Competitor. The Driver may not re-enter the race. The Competitor must report to the Clerk of the Course or Steward immediately after returning to the in Grid.

**m) Black and Orange Disc: (Optional)**

This flag is displayed together with a panel upon which the Competitors' Kart number is shown to inform the Driver concerned that their Kart may have a mechanical /safety problem or does not comply with the Rules. The Driver must return to the mechanical breakdown lane / in grid safely, prior to completion of the next lap. This order shall be given only through the Clerk of the Course and/or Steward of the Meeting. At events where the Supplementary Regulations permit the use of an approved mechanical breakdown lane (as approved by the State Track Inspector) the Driver may continue after repairs have been affected to the satisfaction of the Chief Scrutineer, and only under instruction of the grid marshal.

**n) White Flag or Last Lap Board:**

Either a white flag or a last lap board may be displayed initially to the leading Kart, and each Kart subsequently, when the leading Kart commences what the Officials believe to be the last lap of the race.

**o) Black and White Chequered:**

The display of the black and white chequered flag will determine the end of the race. The race finishing order will be as Karts cross the finishing line on the lap when the black and white chequered flag is displayed. As soon as the Black and White Chequered flag has been shown to a Driver and the Driver has cleared the Finish Line, the Driver he/she must stop racing, not pass any other karts and proceed directly, using only the authorised route, to Parc Fermé in the order of their finishing position. From the moment the Driver receives the Chequered flag until the Driver he/she is released from Parc Fermé the Driver he/she is under Parc Fermé conditions and must make no alteration or adjustments to their his/her kart, equipment or other material.

### Code of Driving Conduct on Karting Circuits

#### 1 **Observance of Signals**

- a) The Flag / Light Signal Rules are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

#### 2 **Driving Standards**

- a) The following driving standards will apply:
  - (i) Careless Driving  
Departing from the standard of a competent Driver.
  - (ii) Reckless Driving  
Any unintentional action by a Driver which creates serious risk to others.
  - (iii) Dangerous Driving  
Any intentional action by a Driver which creates serious risk to others.

#### 3 **Use of the Track**

- a) Once racing or Qualifying has commenced, drivers must use the Track at all times.
- b) For the avoidance of doubt:
  - (i) The white lines defining the Track edges are considered to be part of the Track but kerbs are not.
  - (ii) A Driver will be judged to have left the Track if no part of the kart remains in contact with the Track.

#### 4 **Overtaking During a Race**

- a) A Kart alone on the Track may use the full width of the Track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.
- b) If the Driver who has been caught to be lapped does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake.
- c) Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
- d) Overtaking, according to the circumstances, may be carried out either on the right or the left.
- e) However, manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position, deliberate crowding of karts beyond the edge of the Track or any other dangerous change of direction, are strictly prohibited.
- f) Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
- g) Drivers must use the Track at all times. For the avoidance of doubt:
  - (i) the white lines defining the Track edges are considered to be part of the Track but kerbs are not.
  - (ii) a Driver will be judged to have left the Track if no part of the kart remains in contact with the Track.
- h) Should a kart leave the Track for any reason, and without prejudice to the Rule below, the Driver may rejoin the Race. However, this may only be done when it is safe to do so and without gaining any advantage.

- (i) Positional Advantage (having passed one or more karts)
  - Should a Driver, after leaving the Track rejoin the Race having gained any position or position's as a consequence of having left the Track, they will immediately, when safe to do so redress the Race positions gained by decelerating and allowing the karts that they were trailing at the time of leaving the Track to overtake them. Failure to redress the positions gained will be reported to the Stewards of the Meeting.
- (ii) Relative Track Position (having gained significant track advantage by short cutting the Track but not having passed another kart)
  - Should a Driver, after leaving the Track rejoin the Race having gained significant relative Track position on the kart in front of them (but not having passed another kart) as a consequence of having left the Track, they will immediately, when safe to do so decelerate so as to allow the kart in front of them to regain the approximate gap that they held prior to the Driver leaving the Track. Failure to redress the relative track position gained will be reported to the Stewards of the meeting.
- i) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the Track) will be reported to the Stewards of the meeting.

## 5 **Overlap and Passing Overlap**

- a) Overlap means that the front of the nosecone of a Kart has reached the point of being alongside of or further forward than the rear wheel protection ~~(if fitted to a kart)~~ or the rear edge of the rear wheels on a kart that is in front of it on the race Track.
- b) Passing Overlap means that the front of the nosecone of an overtaking Kart has reached a point level with the vicinity of the centre of the steering wheel of the Kart that is being overtaken

## 6 **Blocking and Overlap on Approach to Corner**

- a) Blocking in general is not allowed. At the start of the race or until the race 'settles down' there may be some exceptions to this. If a Driver has committed to the racing line at the initial braking point of the approaching corner, he may not move across to block the inside line to the corner during the braking phase. In other words he must not interfere with the Kart trying to overtake, particularly if there is an "Overlap".
- b) At the start and/or end of the race, if a Driver intends to run the inside line on the approach phase to a corner, he must clearly do so prior to the initial braking point. He may not move across to cover the line or attempt an abnormal early turn in if a Kart trying to pass has Overlap.
- c) If a Driver has a slow run out of the previous corner for whatever reason, they may move across to cover the line respecting the points below.
  - (i) Once the Kart that is trying to pass has Overlap, the Driver in front at that time must respect that Kart and allow sufficient racing room.
  - (ii) The Kart with the momentum trying to make the pass should be given at least one Kart width room from the edge of the race Track and should not be pushed off the race Track.
  - (iii) The Driver trying to pass in this situation should not be forced to roll off the throttle and therefore lose momentum and potentially position, he should be allowed the opportunity to attempt a safe pass.
  - (iv) The Driver with the slower run into the corner is entitled to move across once only but not in an erratic manner and when safe to do so.

## 7 **Overtaking on Corner Entry**

- a) If the Kart making a pass on corner entry (the turn-in point) has a Passing Overlap with the other Kart, then the Kart being overtaken must not turn-in to the apex and make significant contact with the Kart on the inside, it must allow racing room.

- b) In general, the onus is on the overtaking Kart to execute the pass safely.
  - (i) Overtaking karts should not expect the Kart in front to give way unless there is a Passing Overlap at the turn-in point of the corner.
- c) A Kart that arrives at the turn-in point with a Passing Overlap but has smoke off the Tyres or is otherwise considered to be 'out of control' will be deemed not to be in a position to make a safe pass.

## **8 Overtaking on Corner Exit**

- a) Slight side by side contact or 'rubbing' will be tolerated on the exit of one corner and in the next straight, providing the Kart doing the overtaking does not lose momentum when trying to make the pass and there is no erratic swerving towards the other Kart.
- b) Contact with the back of the Kart in front, inducing exit wheel spin, is not permitted on corner exit. A small amount of mid to exit corner rubbing is allowed, providing the Kart in front does not lose momentum from this. If the Kart in front is 'nudged' wide off line and loses position this would be considered a breach and will incur a penalty. The term "bump and run" has been widely used to describe such action and will not be tolerated and therefore may incur a penalty.

## **9 Defending Your Position**

- a) While blocking is not tolerated there may be an occasion to defend your position. You may move once, however you must give racing room and should there be an Overlap then you must allow a Kart width to the edge of the Track (the line).
- b) Consistent defending your position on the last lap of a Competition will be tolerated.

## **10 Inappropriate Driving**

- a) The following actions may be considered to be inappropriate driving and may incur a penalty:
  - (i) Any manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position;
  - (ii) Running any kart off the Track as you overtake;
  - (iii) Deliberate crowding of any kart beyond the edge of the Track;
  - (iv) 'Weaving' while racing on the straight;
  - (v) Any other dangerous change of direction.

## **11 Karts Stopping During a Race**

- a) The Driver of any kart leaving the Track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
- b) Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.
- c) If the Driver is unable to move the kart, it shall be the duty of the Officials to assist.
- d) Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.
- e) Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
- f) Pushing a Kart on or along the Track is prohibited during racing.
- g) Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

## 12 Entrance to the Pit Lane (To The Repairs Area Or To The Pits/Paddock)

- The so-called 'deceleration zone' is a part of the pit area. The section of Track leading to the pit lane shall be referred to as the 'pit entry'.
- During the practice sessions, qualifying and the race, access to the pit lane, to the Repairs Area or to the paddock is permitted only through the pit entry deceleration zone.
- Any Driver intending to leave the Track or to enter the pit lane, pits or the paddock or the repairs area shall signal his intention in good time and should make sure that it is safe to do so.
- Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the Track is prohibited.
- Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the Track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repairs Area from those on the Track must not be crossed by any part of a kart leaving the pits.

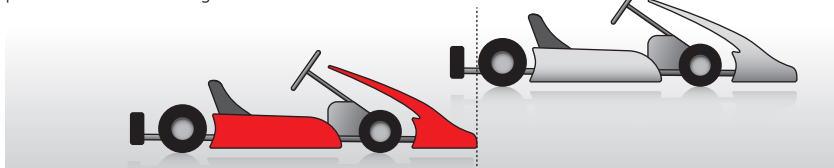
## 13 Overlap and Passing

### Not an Overlap



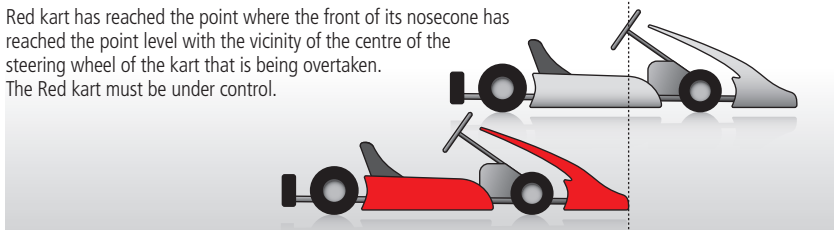
### This is an Overlap

Red kart has reached the point where its nosecone is alongside or further forward than the rear wheel protection or the back edge of the rear wheels.



### This is a Passing Overlap

Red kart has reached the point where the front of its nosecone has reached the point level with the vicinity of the centre of the steering wheel of the kart that is being overtaken. The Red kart must be under control.



### Competition Licences

#### 1 Grant of a Licence

- a) A person must at all times hold a current Licence issued by KA in accordance with these Rules, to be eligible to drive a Kart on a Track.
- b) KA issues, manages and records all KA issued licences using the CMS
- c) KA is entitled to issue licences to:
  - (i) Australian nationals
  - (ii) A national of another country represented in the FIA in compliance with the following statutory conditions:
    - that their parent ASN (the country of their passport) gives its prior agreement on the issuing which may only take place once a year and in special cases; and
    - that they produces to their parent ASN a proof of permanent residence in Australia; and
    - that their parent ASN has cancelled any license originally issued.
  - (iii) A person or body may only hold one (1) KA Competitor licence at any time.
  - (iv) The granting of a licence or the upgrading of a licence is at the sole discretion of KA.
  - (v) A licence holder must purchase a current KA Manual.
  - (vi) Notwithstanding anything in these Rules, KA may, in writing, waive the necessity for Competitors or Drivers to hold a licence under these Rules in order to be eligible to take part in a particular Competition or participate in any activity on a Track.
- d) No person authorised by their parent ASN to apply for a KA Licence may hold a licence from that ASN valid for the current year

#### 2 Application for a Licence

- a) New licences or the renewal of an existing licence can be processed by either:
  - (i) going to [www.karting.net.au](http://www.karting.net.au), clicking on the "Apply for Licence" link then following the prompts; or
  - (ii) contacting the Secretary of the State with which your Club is affiliated.
- b) Any person applying for a licence (both new or renewal) must be a member of an affiliated Club and must remain a financial member of that Club during the period of the licence.
- c) The person must pay the relevant licence fee.
- d) A person may become a member of a Club:
  - (i) In the State or Territory in which that person is either on the Electoral Roll; or
  - (ii) can provide documentary proof they have resided in that State or Territory for the previous three (3) months; or
  - (iii) can provide documentary proof that they reside within a 100km radius from the Club when a Club is located on or close to a State border unless otherwise approved by KA.
- e) A person under the age of eighteen (18) years old must provide a copy of their Birth Certificate before the issuing of their first licence.
- f) A person aged sixty (60) years or over must supply a copy of a motorsport medical certificate with their renewal application. The motorsport medical examination to which the certificate relates must have been undertaken in the previous three (3) months.
- g) Making false or misleading statements on the licence application form, or the wilful omission form such form of any information, which if it had been known to KA may cause it to refuse such licence, shall render the licence, if issued, null and void.



### 3 **Assumed Name**

- a) If a licence is required in an assumed name, special application shall be made to KA which may, if it thinks fit, issue a licence in such name.
- b) A person granted a licence in an assumed name shall not, so long as they hold a licence in that name, take part in any Competition except under the name shown on such licence.

### 4 **Licence Card**

- a) A plastic licence card will be issued to each Competitor as a part of their licence kit.
- b) The licence card contains all of the Competitors information which is relevant to KA.
- c) The licence card will be used in conjunction with the CMS for identification, recording, entry and confirmation of entry at all Meetings.

### 5 **Discretion**

- a) The granting of a licence or the upgrading of a licence is at the sole discretion of KA.

### 6 **Refusal of a Licence**

- a) KA may refuse to issue a licence and may make such endorsement as it sees fit on a licence page in the CMS without stating any reasons for doing so.
- b) An applicant or Driver who has had an illness or injury which may affect their ability to safely control a Kart, must report it to the State Secretary.
- c) A State Secretary may refuse to issue a licence if the fact becomes known that the applicant may suffer from a medical condition which could affect the applicant's control of the Kart.
  - (i) The State Secretary must advise the applicant that a licence will not be issued unless the applicant consents to a medical examination by a qualified doctor nominated by National Medical Officer.
  - (ii) The doctors reports must outline that the applicants condition will not in their opinion the applicant's ability to safely control a Kart.
  - (iii) A medical examination conducted by a doctor nominated by the National Medical Officer shall be paid for by the SKC.
- d) If the Stewards of a Meeting, or the State Secretary, believe a Driver suffers from a medical condition which renders the Driver incapable of driving safely at all times, the Stewards of the Meeting or the State Secretary, must advise the Driver that they may not drive on a Track unless the Driver is fit to drive in Competition.
- e) A Driver who is suffering from any disability, permanent, temporary or recurrent, which may affect the Drivers ability to safety control of a Kart shall not be permitted participate in a KA sanctioned activity.

### 7 **Safety Training Assessment**

- a) After **obtaining** ~~completing~~ a licence **and before commencing Practice**, ~~application~~, a Driver is required to successfully complete a Safety Training Assessment.
- b) The Safety Training Assessment encompasses the key safety elements to participate in KA sanctioned karting activities.
- c) The Safety Training Assessment may be arranged through a Club or the State Association.

### 8 **Observed Licence Test**

- a) Prior to being able to Compete at a Meeting, a person must successfully undertake an Observed Licence Test.
- b) A person must have successfully completed the Safety Training Assessment prior to undertaking an Observed Licence Test.
- c) An Observed Licence Test can be arranged through a Club or the State Association.

## 9 **Withdrawal of a Licence**

- a) KA may withdraw a licence in accordance with the Rules in which case the licence is no longer valid.

## 10 **Licence Expiry Dates**

- a) Other than international licence, a licence will be valid for 12 months from the date of issue.  
 b) A licence renewal will be based on the anniversary date listed on the licence.  
 c) Licences that have expired for a period of more than thirty (30) days will incur a late fee payable to the State Association.  
     (i) In this instance the new licence date will commence once the licence is applied for and will be due for renewal on that date the following year.  
 d) A Driver who allows their licence to lapse for a period of three (3) years or more shall **unless otherwise approved by KA** be regarded as an applicant for a D Grade Provisional licence.

## 11 **Production of a Licence**

- a) A Competition licence holder shall produce their licence upon the request of a relevant Official of the Meeting.  
 b) The Stewards of the Meeting may authorise a licence holder to participate in a Meeting without producing their licence provided the Stewards of the Meeting are satisfied a valid licence is held as verified by the CMS.

## 12 **"P" Plate Use**

- a) When a licence is first issued, the Driver must display a "P" plate in a location adjacent to their competition number at all times whilst they are on a Track.  
 b) The "P" plate must resemble a "P" plate as used by the State or Territory civil roads authority.  
 c) A "P" plate must continue to be used until such time as a Driver has qualified to be upgraded to the next level of licence.

## 13 **Participation in National Events**

- a) A Driver holding a licence issued by a foreign ASN who wishes to Compete in a National Meeting must:  
     (i) Hold a current licence issued by Kartsport New Zealand, a Kartsport New Zealand Visa and Kartsport New Zealand Medical Card; or  
     (ii) Hold a Minimum of an International licence issued by a foreign ASN and obtain approval to Compete from the ASN that issued their licence. Each such Driver:  
         • Will be ineligible to score points in any Championship or Series connected with the Meeting.  
 b) KA licence holders wishing to Compete in New Zealand must apply to KA for a Trans-Tasman Visa. They will be required to present their licence and Visa when Competing in New Zealand.

## 14 **Licence Types**

- a) KA issue the following types of National Competition licences (**Refer to Rules 17-22 herein**):  
     (i) Cadet 9  
         • From a persons sixth (6th) birthday until the end of the calendar year of their ninth (9th) birthday  
         • Conditions apply for a person between their sixth (6th) birthday and seventh (7th) birthday  
     (ii) Cadet 12  
         • For persons aged in the calendar Year of their ninth (9th) birthday until the end of the calendar year of their twelfth (12th) birthday.

- (iii) Junior
  - For persons aged in the calendar Year of their twelfth (12th) birthday twelve (12) years old until the end of the calendar Year of their fifteenth (15th) birthday.
  - NOTE: For 2016 the Maximum age permitted for a Junior licence is the end of the calendar year of a persons fifteenth (15th) birthday.
- (iv) Senior
  - For persons aged in the calendar year of their fifteenth (15th) birthday and over.
  - Conditions apply for a person in the year of their fifteenth (15th) birthday until their fifteenth (15th) birthday.
  - NOTE: For 2016 the Minimum age permitted for a Senior licence is the year of their fifteenth (15th) birthday and over.
- (v) Vintage
  - For persons aged fifteen (15) years old and over.
- (vi) Single Event Licence
  - A person may be issued with a single event licence which may only be used at one (1) Meeting
  - A Single Event Licence will be valid for a period of eight (8) days, which period will conclude the last day of a Meeting.
  - A person applying for a Single Event licence must apply to their relevant State Secretary via the CMS
  - The applicant must have within the previous three (3) years held a KA Competition licence. Their previous grading will be granted for their Single Event licence.
- (vii) KA Mechanic & Pit Crew Licence
  - For persons including mechanics, pit crew, parents and guardians who require access to the Race Track Area, the in grid, the out grid, scrutineering and Parc Fermé areas.
  - These licences are only required for National Championship and National Series Meetings.
- b) KA issue International Competition licences in different divisions as follows:
  - (i) International Junior
    - Must hold the highest grade National licence; and
    - In accordance with the criteria listed in the CIK-FIA Rules.
  - (ii) International Senior
    - Must hold the highest grade National licence; and
    - In accordance with the criteria listed in the CIK-FIA Rules.

## 15 Disabled Drivers

- a) A Driver who has a disability must have their licence endorsed outlining the disability.

## 16 Licence Grading Process

- a) KA issues the following Grades of National licences, which are listed from the lowest level through to the highest:
  - (i) V Grade: Issued for Vintage Karting. May only be used to participate in Practice, Parades, Demonstrations and/or Time Trials with a Vintage Kart at Vintage Karting Events at a Meeting
  - (ii) E Grade: Issued for Practice and recreational karting. Drivers over the age of 7, are permitted to Compete in one Class in a single Meeting each year using an E Grade licence. For the avoidance of doubt, this single meeting may be in a Vintage Karting Event.
  - (iii) D Grade: Subject to previous racing experience and to these Rules, new applicants for a Licence will be issued a D grade Licence.
  - (iv) C Grade: Subject to previous racing experience and to these Rules, the applicant must have previously held a D grade Licence.

- (v) B Grade: Subject to previous racing experience and to these Rules, the applicant must have previously held a C grade Licence.
  - (vi) A Grade: Subject to previous racing experience and to these Rules, the applicant must have previously held a B grade Licence.
- b) Licence Grading Process
- (i) A Driver can only obtain one (1) licence endorsement at a Meeting.
  - (ii) Licence endorsements may be requested via the CMS at the time of entry for a Meeting or confirmation of entry for a Meeting.
  - (iii) Licence endorsements will not be considered if a Driver has
    - failed to satisfactorily completed 75% of the Event. In the case of a DNF, number of laps completed may be counted
    - failed to respect the light / flag signals
    - caused one (1) or several Drivers to false start a race
    - been found guilty of a breach of the Code of Driving Conduct during the Event
    - been excluded from the Meeting
    - not met the expectations of the Clerk of the Course in relation to racing speed.
  - (iv) Once the upgrade conditions have been met, via the CMS, the Competitor must apply to the State Secretary for a licence upgrade.
  - (v) KA may grant exemptions to the upgrade criteria where it considers that an exemption is warranted including but not limited to:
    - When a Drivers results, Competitions performance, assessed skill and/or prior racing experience are considered to be at a level that warrants a higher grade of licence;
    - When a Drivers results, competition performance and/or assessed skill are considered to be at a level that:
      - i) Does not warrant a higher licence grading; or
      - ii) Warrants downgrading in the interests of safety; or
      - iii) Following comments in a Stewards Report
  - (vi) Once a Driver has competed in a Meeting with a higher level of licence, they are not permitted to downgrade in accordance with the following:
    - Cadet 12 is not permitted to downgrade to Cadet 9;
    - Junior is not permitted to downgrade to Cadet 12;
    - Senior is not permitted to downgrade to Junior.
- c) Downgrading Licence
- (i) A Driver wishing to downgrade their licence must apply to the KA Licence Review Panel.
  - (ii) This application must include the reasons why the Driver wishes to downgrade their licence.
  - (iii) The application must be submitted on the Licence Review form available from [www.karting.net.au](http://www.karting.net.au) or the KA National Office.

## 17 Cadet 9 Licence Criteria

Licence Level	Cadet 9			
Licence Grade	E	D	C	B
Minimum Age	6 Years Old NOTE: Valid for Practice at a Club Only	7 Years Old		
Maximum Age	End of Year of 9th Birthday			
Application Requirements	Must be a Member of a Club			
	Must complete Licence Application			
	Copy of Birth Certificate Required			
Pre Licence Conditions	Satisfactorily complete Safety Training Assessment		Have held a D Grade Licence and meet upgrade conditions	Held C Grade Licence and meet upgrade conditions
		Successfully Completed Observed Licence Test		
Upgrade Conditions to the next Level of Licence			Satisfactorily Compete at four (4) Meetings with a D Grade licence	Satisfactorily Compete at six (6) Meetings with a C Grade licence
			Must have Licence endorsed at the end of each Meeting	
			Must apply to State Secretary via CMS	
Eligible Classes	<ul style="list-style-type: none"><li>• Cadet 9</li><li>• <b>Speedway Cadet 9</b></li></ul>	<ul style="list-style-type: none"><li>• Cadet 9</li><li>• <b>Speedway Cadet 9</b></li></ul>	<ul style="list-style-type: none"><li>• Cadet 9</li><li>• MicroMax</li><li>• <b>Speedway Cadet 9</b></li></ul>	
Eligible Meetings	If between 6 and 7 years old – Valid for practice only, Not able to Compete in a Meeting.	Zonal Championship and below <ul style="list-style-type: none"><li>• <b>State Series and below</b></li><li>• <b>Speedway Zonal Meetings and below</b></li></ul>	<ul style="list-style-type: none"><li>• National <b>Championship Series</b> and below</li><li>• <b>Speedway Australian Titles and below</b></li></ul>	
Other Conditions	If between 7 and 9 years old may Compete in one (1) Meeting a year after successfully completing OLT Must Display “P Plate on Kart at all times	Must Display “P Plate on Kart at all times		

## 18 Cadet 12 Licence Criteria

Licence Level	Cadet 12			
Licence Grade	E	D	C	B
Minimum Age	Year of 9th Birthday			
Maximum Age	End of Year of 12th Birthday			
Application Requirements	Must be a Member of a Club			
	Must complete Licence Application			
	Copy of Birth Certificate Required			
Pre Licence Conditions	Satisfactorily complete Safety Training Assessment		Have held a D Grade Licence and meet upgrade conditions	Held C Grade Licence and meet upgrade conditions
		Successfully Completed Observed Licence Test		
Upgrade Conditions to the next Level of Licence			Satisfactorily Compete at four (4) Meetings with a D Grade licence	Satisfactorily Compete at six (6) Meetings with a C Grade licence
			Must have Licence endorsed at the end of each Meeting	
			Must apply to State Secretary via CMS	
Eligible Classes	<ul style="list-style-type: none"><li>• Cadet 12</li><li>• <b>Speedway Cadet 12</b></li></ul>	<ul style="list-style-type: none"><li>• Cadet 12</li><li>• <b>Speedway Cadet 12</b></li></ul>	<ul style="list-style-type: none"><li>• Cadet 12</li><li>• Mini Max</li><li>• <del>KA 12</del></li><li>• <b>Speedway Cadet 12</b></li></ul>	
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing OLT	<b>Zonal Championship and below</b> <ul style="list-style-type: none"><li>• <b>State Series and below</b></li><li>• <b>Speedway Zonal Meetings and below</b></li></ul>	<ul style="list-style-type: none"><li>• National Championship and below</li><li>• <b>Speedway Australian Titles and below</b></li></ul>	
Other Conditions	Must Display "P Plate on Kart at all times			

## 19 Junior Licence Criteria

Licence Level	Junior				
Licence Grade	E	D	C	B	A
Minimum Age	Year of 12th Birthday				
Maximum Age	End of Year of 15th 16th Birthday <del>NOTE: In 2016 will be End of Year of 15th Birthday</del>				
Application Requirements	Must be a Member of a Club				
	Must complete Licence Application				
	Copy of Birth Certificate Required				
Pre Licence Conditions	Satisfactorily complete Safety Training Assessment		Have held a D Grade Licence and meet upgrade conditions; or	Held C Grade Licence and meet upgrade conditions; or	Held B Grade Licence and meet upgrade conditions
		Successfully Completed Observed Licence Test	Previously held a Cadet 12 C Grade Licence	Previously held a Cadet 12 B Grade Licence	
Upgrade Conditions to the next Level of Licence			Satisfactorily Compete at four (4) Meetings with a D Grade Licence	Satisfactorily Compete at six (6) Meetings with C Grade Licence	Top 5 finish in a National Championship or National Series
			Must have Licence endorsed at the end of each Meeting		
			Must apply to State Secretary via CMS		
Eligible Classes	<ul style="list-style-type: none"> <li>KA4 Junior National</li> <li>All Endurance Classes</li> <li>Speedway KA4 Junior</li> </ul>	<ul style="list-style-type: none"> <li>KA4 Junior National</li> <li>All Endurance Classes</li> <li>Speedway KA4 Junior</li> </ul>	<ul style="list-style-type: none"> <li>KA4 Junior National</li> <li>KA Junior</li> <li>All Endurance Classes</li> <li>Speedway KA4 Junior</li> </ul>	<ul style="list-style-type: none"> <li>KA4 Junior National</li> <li>KA3 Junior National</li> <li>KA Junior</li> <li>Junior Clubman*</li> <li>Junior Performance*</li> <li>Junior Max*</li> <li>All Endurance Classes</li> <li>Speedway KA4 Junior</li> </ul>	<ul style="list-style-type: none"> <li>KA2</li> <li>KA4 Junior National</li> <li>KA3 Junior National</li> <li>KA Junior</li> <li>Junior Clubman*</li> <li>Junior Performance*</li> <li>Junior Max*</li> <li>KF3*</li> <li>All Endurance Classes</li> <li>Speedway KA4 Junior</li> </ul>
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing OLT	<ul style="list-style-type: none"> <li>State Series Zonal Championship and below</li> <li>All Endurance Meetings</li> <li>Speedway Zonal Meetings and below</li> </ul>	<ul style="list-style-type: none"> <li>State Championship and below</li> </ul>	<ul style="list-style-type: none"> <li>National Championship and below</li> <li>All Endurance Meetings</li> <li>Speedway Australian Titles and below</li> </ul>	
Other Conditions	Must Display "P Plate on Kart at all times			NOTE *: Minimum age to Compete in these Classes in Year of thirteenth (13th) birthday	

## 20 Senior Licence Criteria

Licence Level	Seniors				
Licence Grade	E	D	C	B	A
Minimum Age	15 years old		Year of 15th Birthday		
Maximum Age	N/A				
Application Requirements	Must be a Member of a Club				
	Must complete Licence Application				
	Copy of Birth Certificate Required (if under 18 years of age)				
	Copy of Motorsport Medical Certificate required if 60 years of age and over				
Pre Licence Conditions	Satisfactorily complete Safety Training Assessment		Have held a D Grade Licence and meet upgrade conditions; or	Held C Grade Licence and meet upgrade conditions; or	Held B Grade Licence and meet upgrade conditions
		Successfully Completed Observed Licence Test	Previously held a Junior C Grade Licence	Previously held a Junior B Grade Licence	Previously held a Junior A Grade Licence
		Satisfactorily Compete at four (4) Meetings with a D Grade Licence	Satisfactorily Compete at six (6) Meetings with C Grade Licence	Top 5 finish in a National Championship or National Series	
				Top 3 finish in a State Championship	
Must have Licence endorsed at the end of each Meeting					
Must apply to State Secretary via CMS					
Eligible Classes	<ul style="list-style-type: none"><li>• KA4 Senior National</li><li>• KA3 Senior Clubman</li><li>• TaG 125 Restricted</li><li>• TaG 100</li><li>• Speedway KT100 Modified</li><li>• Speedway KA3</li></ul>	<ul style="list-style-type: none"><li>• KA4 Senior National</li><li>• KA3 Senior Clubman</li><li>• TaG 125 Restricted</li><li>• TaG 100</li><li>• All Vintage Classes</li><li>• All Endurance Classes</li><li>• Speedway KA3 KT100 Modified</li><li>• Speedway</li></ul>	<ul style="list-style-type: none"><li>• KA4 Senior National</li><li>• KA3 Senior Clubman</li><li>• TaG 125 Restricted</li><li>• TaG 100</li><li>• KA1</li><li>• All Vintage Classes</li><li>• All Endurance Classes</li><li>• Speedway KT100 Modified</li><li>• Speedway KA3</li></ul>	<ul style="list-style-type: none"><li>• KA4 Senior National</li><li>• KA3 Senior Clubman</li><li>• TaG 125 Restricted</li><li>• KA TaG</li><li>• TaG 125</li><li>• X30</li><li>• Rotax 125</li><li>• DD2</li><li>• KZ3</li><li>• Open Performance</li><li>• Formula 100</li><li>• All Vintage Classes</li><li>• All Endurance Classes</li><li>• Speedway KT100 Modified</li><li>• Speedway KA3</li><li>• Speedway Sportsman</li></ul>	<ul style="list-style-type: none"><li>• KA1</li><li>• KZ2</li><li>• KA4 Senior National</li><li>• KA3 Senior Clubman</li><li>• TaG 125 Restricted</li><li>• KA TaG</li><li>• TaG 125</li><li>• X30</li><li>• Rotax 125</li><li>• DD2</li><li>• KZ3</li><li>• Open Performance</li><li>• Formula 100</li><li>• KF2</li><li>• All Vintage Classes</li><li>• All Endurance Classes</li><li>• Speedway KT100 Modified</li><li>• Speedway KA3</li><li>• Speedway Sportsman</li></ul>



## Senior Licence Criteria (Continued)

Licence Level	Seniors				
Licence Grade	E	D	C	B	A
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing OLT	<ul style="list-style-type: none"><li>• State Series Zonal Championship and below</li><li>• Vintage Meetings</li><li>• Endurance Meetings</li><li>• Speedway Zonal Meetings and below</li></ul>	<ul style="list-style-type: none"><li>• State Championship and below</li><li>• National Championship and below</li><li>• Vintage Meetings</li><li>• Endurance Meetings</li><li>• Speedway Australian Titles and below</li></ul>		
Other Conditions	Must Display "P Plate on Kart at all times				
	May Compete in one (1) Meeting a year after successfully completing OLT				

## 21 Vintage Licence Criteria

Licence Level	Vintage
Licence Grade	V
Minimum Age	15 years old
Maximum Age	N/A
Application Requirements	Must be a Member of a Club
	Must complete Licence Application
	Copy of Birth Certificate Required (if under 18 years of age)
	Copy of Motorsport Medical Certificate required if 60 years of age and over
Pre Licence Conditions	Satisfactorily complete Safety Training Assessment
	Successfully Completing Observed Licence Test
Eligible Classes	All Vintage Classes
Eligible Meetings	Vintage <b>Events</b> <del>Demonstrations</del> Only
Other Conditions	

## 22 Mechanic & Pit Crew Licence Criteria

Licence Level	Mechanic & Pit Crew
Licence Grade	Pit Crew
Minimum Age	16 years old
Maximum Age	N/A
Application Requirements	Must complete Licence Application
	Copy of Birth Certificate Required (if under 18 years of age)
Eligible Classes	All Classes
Eligible Meetings	Mandatory for National Championship & National Series Meetings

### Competition Levels & Structure

#### 1 Hierarchy of Events

- a) A Competition conducted in accordance with these Rules will be either a National, State or Club level Meeting.
- b) Outlined below is the hierarchy of Competitions which may be conducted in accordance with these Rules in order of significance from highest to lowest.
  - (i) National Championship
    - Reserved for the highest level of National Competition as determined by KA
    - Is entered on the KA National Calendar
    - Organising Permit issued by KA
    - Championship Sporting Regulations approved by KA
    - Supplementary Regulations approved by KA
    - Will be a Maximum of three (3) days in duration
  - (ii) National Series
    - Reserved for the second highest level of National Competition as determined by KA
    - Is entered on the KA National Calendar
    - Organising Permit issued by KA
    - Series Sporting Regulations approved by KA
    - Supplementary Regulations approved by KA
    - Will be a Maximum of three (3) days in duration
  - (iii) State Championship
    - Reserved for the **third** highest level of **National State** Competition as recommended by an SKC and approved by KA
    - Is entered on the KA National Calendar
    - Organising Permit issued by KA
    - Supplementary Regulations approved by KA
    - Will be a Maximum of three (3) days in duration
  - (iv) National Cup
    - Reserved for the **fourth** highest level of National Competition as determined by KA
    - Is entered on the KA National Calendar
    - Organising Permit issued by KA
    - Supplementary Regulations approved by KA
    - **A special one-off event and is not part of a Series or Championship**
    - Will be a Maximum of three (3) days in duration
  - (v) National Trophy
    - Reserved for the **fifth** highest level of National Competition as determined by KA **and will require lower levels of essential officials and organisation than a National Cup event**
    - Is entered on the KA National Calendar
    - Organising Permit issued by KA
    - Supplementary Regulations approved by KA
    - **A special one-off event and is not part of a Series or Championship**
    - Will be a Maximum of three (3) days in duration
  - (vi) State Series
    - Reserved for the **second** highest level of State Competition **approved** as recommended by an SKC **and approved by KA**

- Is entered on the State Calendar
  - Organising Permit issued by SKC
  - Supplementary Regulations approved by SKC
  - Will be a Maximum of two (2) days in duration
- (vii) State Cup
- Reserved for the **second third** highest level of State Competition **approved as recommended** by an SKC **and approved by KA**
  - Is entered on the State Calendar
  - Organising Permit issued by the SKC
  - Supplementary Regulations approved by the SKC
  - **A special one-off event and is not part of a Series or Championship**
  - Will be a Maximum of three (3) days in duration
- (viii) Zonal ~~Club~~ Championship
- **takes place within a designated region of a State or Territory as approved by the SKC**
  - ~~Reserved for the highest level of Club Competition as recommended by a Club and approved by an SKC~~
  - Is entered on the State Calendar
  - Organising Permit issued by the SKC
  - Supplementary Regulations approved by the SKC
  - **Will be conducted over a minimum of two (2) rounds**
  - Will be a Maximum of two (2) days in duration
- (ix) Zonal Cup
- **takes place within a designated region of a State or Territory as approved by the SKC**
  - Is entered on the State Calendar
  - Organising Permit issued by the SKC
  - Supplementary Regulations approved by the SKC
  - **A special one-off event and is not part of a Series or Championship**
  - **Will be a Maximum of three (3) days in duration**
- (x) Club Competition / Championship
- ~~General Club organised Competition as recommended by a Club and approved by an SKC~~
  - **Takes place at a Club that is affiliated with that State.**
  - May be entered on the State Calendar
  - Organising Permit issued by the SKC
  - Supplementary Regulations approved by the SKC
  - **Will not be nor form part of any National Meeting, State Meeting or Zonal Meeting;**
  - **A Club Championship will be conducted over a minimum of three (3) rounds**
  - Will be a Maximum of two (2) days in duration.

## 2 National Championship

- a) The Australian Kart Championship is a National Championship.
- b) The National Championship will be conducted in accordance with these Rules and the Championship Sporting Regulations as approved by KA.
  - (i) Should there be a conflict between the Rules and the Championship Sporting Regulations, the Rules will prevail.
- c) **The National Championship will be conducted over a maximum of 5 rounds in a minimum of four (4) States or Territories.**
- d) **Eligible Classes and Divisions:**
  - (i) **Cadet 9**

- (ii) Cadet 12
  - (iii) KA4 Junior - Championship
  - (iv) KA3 Senior - Championship
  - (v) KA2
  - (vi) TaG 125 - Championship
  - (vii) X30 - Light
  - (viii) KA1
  - (ix) KZ2
- e) Competition numbers 1-10 will be reserved for the top ten (10) placings in the National Championship.
- (i) Other than the National champion, a Competitor is only permitted to use a reserved competition number if they Compete in the same Class in the National Championship in which the competition number was earned.
  - (ii) The winner of the National Championship will be allocated a green plate with a yellow number 1. The green plate may only be used in the same Class in which it was awarded.
  - (iii) The green plate and the number 1 may be used in all Meetings.
  - (iv) The green plate may be used from the end of the National Championship in which it was earned until the end of the following year's National Championship.
- f) For all The Classes other than Cadet 9, Cadet 12 and X30 Light (if it is contested as a State Championship Class in a State that hosts a round or rounds of the National Championship) contested in the Australian Kart Championship will form State Championship Classes as a consequence of inclusion in the Australian Kart Championship:
- (i) When the National Australian Kart Championship is conducted once in a State in a year, the Driver who wins their Class at that Meeting will be awarded the State Championship in that Class.
  - (ii) When the National Australian Kart Championship is conducted more than once in a State in a year, the Driver who is awarded the most points in their Class at those Meetings will be awarded the State Championship in that Class subject to the provisions of Rules 4 s q) (v), (vi), (vii), (viii), (ix) (x).
  - (iii) The plates and reserved number provisions in Rule 4 s) (i), (ii), (iii), (iv) and (vi) shall apply.

### 3 National Series

- a) The Rotax Pro Tour is a National Series.
- b) The National Series will be conducted in accordance with these Rules and the Series Sporting Regulations as approved by KA.
  - (i) Should there be a conflict between the Rules and the Series Sporting Regulations, the Rules will prevail.
- c) The National Series will be conducted over a maximum of seven (7) rounds in a minimum of four (4) States or Territories.
- d) The promoter of a National Series will recommend to KA what they consider to be the most suitable Tracks to use for the National Series events based on, but not limited to the following criteria:
  - (i) Location and facilities
  - (ii) A Minimum Track length of 750m
  - (iii) A Maximum Track Length of 1200m
  - (iv) A Minimum Track width of 7m throughout the entire Track length
- e) Practice
  - (i) The Track will be closed to Competitors from the Monday of the week in which the Meeting commences until the commencement of the Meeting.

## 4 State Championship

- a) Unless otherwise approved by KA, a State Championship must be conducted in accordance with the Rules generally and particularly in accordance with this Rule 4.
- b) A State Championship will be conducted over four (4) rounds each Year.
- c) A State Championship will be conducted on the dates allocated by KA and as indicated in the KA National Calendar.
- d) An SKC will **recommend what they consider to be** determine the most suitable tracks to use for a State Championship **to KA** based on, but not limited to the following
  - (i) A Minimum Track length of 500m
  - (ii) A Maximum Track Length of 1700m
  - (iii) A Minimum Track width of 7m throughout the entire Track length
- e) Eligible Classes
  - (i) A Maximum of twelve (12) Classes/**Divisions** are permitted to Compete at a State Championship Meeting
  - (ii) The following Classes/**Divisions** must be permitted to Compete in a State Championship Meeting:
    - Cadet 9
    - Cadet 12
    - **KA4 – Junior National Light and Heavy**
    - TaG 125 – Light and Heavy (parity weights)
    - **KA3 - Junior**
    - **KA3 - Senior Clubman Light and Senior Heavy**
  - (iii) An SKC may recommend to KA for approval up to four (4) additional Classes/**Divisions** from the list below to Compete in a State Championship.
    - **KA4 – Junior Heavy**
    - ~~Junior Clubman~~
    - ~~Senior National – Light and Heavy and Masters~~
    - **KA3 – Senior, Super Heavy and Masters Senior Clubman**
    - ~~TaG 125 Restricted – Light, Heavy and Masters~~
    - TaG 125 Masters (**parity weights**)
    - X30 – Light **and** Heavy
    - Open Performance
    - Junior Max (Only in States that do not host a round of the Rotax Pro Tour)
    - Rotax 125 – Light, Heavy (Only in States that do not host a round of the Rotax Pro Tour)
    - Rotax DD2 – **Open, Masters Light, Heavy** (Only in States that do not host a round of the Rotax Pro Tour)
    - Any other Class/**Divisions** with the prior approval of KA. **Note that additional Divisions may be permitted by KA if such Classes/Divisions are consolidated with other Classes / Divisions in accordance with the Rules.**
- f) Application for an Organising Permit
  - (i) ~~Two (2) Three (3)~~ months prior to the scheduled date of commencement of a State Championship, an SKC must submit to KA:
    - An Application for an Organising Permit;
    - ~~The appropriate Organising Permit fee;~~
    - A copy of the proposed Supplementary Regulations for the Meeting for review and approval
  - (ii) Once the Supplementary Regulations are approved, the State Secretary will distribute to the necessary Officials and others as may be required.

- g) Entry to a Meeting
- (i) Entries for a State Championship will close a Minimum of
    - fourteen (14) days prior to the first day of Competition; or
    - twenty one (21) days prior to the first day of Competition if Tyre pooling is used.
  - (ii) Late entries will not be accepted under any circumstances
- h) Entry Fee
- (i) The entry fee for each round of a State Championship shall be decided by the SKC
  - (ii) The entry fee will include:
    - Entry of one (1) Kart in a Class
    - All practice fees
    - Entry to the circuit for one (1) Driver and two (2) pit crew.
  - (iii) An Entry Fee which is paid by credit card may attract a processing fee. The processing fee will be listed in the Supplementary Regulations.
- i) Appointed Officials
- (i) Appointed Officials listed below may be nominated by an SKC, and must be approved by KA for a State Championship Meeting:
    - a minimum of four (4) Stewards of the Meeting , **two (2) of which must have a each with a** Minimum grade 2 licence
    - one (1) Clerk of the Course
    - one (1) Chief Scrutineer
- j) Timing
- (i) Each Competition will be timed at a State Championship Meeting
  - (ii) Each Competition must utilise the CMS in conjunction with an AMB compatible timing transponder to undertake timing.
  - (iii) A manual back up system must also be used for all Competitions at a Meeting.
- k) Tyre Pooling
- (i) The use of Tyre Pooling for a State Championship Meeting is **permitted** ~~highly recommended~~.
  - (ii) If Tyre Pooling is used, it must be conducted in accordance with the Rules.
- l) Minimum Entries
- (i) If less than eight (8) genuine entries are received (with the exception of Tasmania, South Australia and Northern Territory) to constitute a Class by the listed close of entries then the Class will not be contested.
  - (ii) All Drivers whose entry is not accepted for any Class shall be notified as soon as possible and the entry fee will be refunded.
  - (iii) In exceptional circumstances KA may give approval for a lesser number of entries in a Class.
- m) Practice
- (i) The Track will be closed from the Monday of the week in which the Meeting commences until the commencement of the Meeting.
  - (ii) Untimed practice may be scheduled at a Meeting.
  - (iii) Each Class will have two (2) timed practice sessions at a Meeting.
  - (iv) Times set in the last timed practice session will determine the order of karts for qualifying from fastest to slowest
- n) Qualifying
- (i) Each Class will have one (1) qualifying session at a Meeting.
  - (ii) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- ~~o) Grid Procedure~~
- ~~(i) In addition to the provisions the results of the qualifying session will determine the grid for the first heat race from fastest to slowest~~

- (ii) The results of the first heat race will determine the grid for the second heat race.
- (iii) 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. The Driver who has accumulated the most points will start on Pole Position.
- o) Races
  - (i) Each Class will have two (2) Heat races at a Meeting. Each heat race will be 15km in duration expressed by a number of laps. Two (2) of the heat races will be 12km in duration and one of the heat races will be 15km in duration.
  - (ii) Each Class will have one (1) Final race at a Meeting. The final race will be 20km in duration expressed by a number of laps.
- p) Grid Procedure 1 (Under-subscribed Classes - Track Density Not Exceeded)
  - (i) At a Meeting where a Class is under-subscribed or does not exceed the Track density listed in the Rules the following procedures will be used to set the grid positions.
  - (ii) Grid positions for heat race one (1), heat race two (2) and heat race three (3) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on.
  - (iii) Grid positions for the Final race will consist of the lowest combined points scored from heat race one (1), heat race two (2) and heat race three (3) will start from grid position one (1), and so on.
    - 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
    - Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the Heat.
    - In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
  - (iv) The finishing order of the final race determines the winning positions in each Class.
- q) Grid Procedure 2 (Over-subscribed Classes – Up to 200% of Track Density)
  - (i) At a Meeting where the number of Competitors entered in a Class exceeds the Track density listed in the Rules the following procedures including a repechage system may be used to set the grid positions.
  - (ii) Grid positions for heat race one (1), heat race two (2) and heat race three (3) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on.
  - (iii) Over-subscribed Classes will be split into two (2) groups for qualifying by the Chief Timing Officer.
    - Both groups will have one (1) qualifying session at the Meeting
    - At the end of the qualifying session for both groups, all but the last five (5) grid positions, subject to the Track density, will be filled immediately for the heat races.
  - (iv) The fastest overall qualifier will start heat race one (1), heat race two (2) and heat race three (3) from grid position one (1), the second fastest overall qualifier will start the first heat race from grid position two (2), and so on. The last five (5) grid positions for Heat races one (1) and two (2) are filled from the results of a repechage race between the remainder of the Competitors in the Class.
    - There will be one (1) repechage race.
    - Any Competitor who does not automatically qualify for Heat races one (1), two (2) and three (3) will be permitted to Compete in the repechage race.
    - Grid positions will be determined on the results of the qualifying session for both groups, with the fastest time on grid position one (1) and so on.
    - The repechage race will be conducted over a Minimum distance of 11km expressed as a number of laps.



- A Competitor who fails to qualify for a starting position in the Heat races one (1) and two (2) will be eliminated from that Class for the Meeting and will be refunded 50% of their entry fee.
- The cost of Tyres will not be refunded.
- (v) Grid positions for the Final race will consist of the lowest accumulated points scored from heat race one (1), two (2) and three (3) will start from grid position one (1), and so on.
  - 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
  - Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the Heat.
  - In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
- (vi) The finishing order of the final race determines the winning positions in each Class.
- r) Grid procedure 3 (Over-subscribed Classes - Greater than or equal to 150% of Track density)
  - (i) At a Meeting where the number of Competitors entered in a Class exceeds the Track density listed in the Rules the following procedures including a repechage system may be used to set the grid positions.
  - (ii) The Event format will include:
    - one (1) qualifying session
    - a Maximum of three (3) heat races; and
    - a final race
  - (iii) Timed Qualifying
    - Qualifying will be timed in accordance with the Rules.
    - Over-subscribed Classes will be split into two (2) qualifying groups. The slowest 50% will be classified as Group 1 and the fastest 50% will be classified as Group 2. Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
    - At the end of the qualifying session for both groups, Drivers will be split into four (4) groups:
      - o Group A
      - o Group B
      - o Group C; and
      - o Group D
    - Group A will include the fastest qualifier, fifth fastest qualifier and so on
    - Group B will include the second fastest qualifier, sixth fastest qualifier and so on
    - Group C will include the third fastest qualifier, seventh fastest qualifier and so on
    - Group D will include the fourth fastest qualifier, eighth fastest qualifier and so on
    - This process will continue until all Drivers are allocated a group
  - (iv) Heats
    - Each group will race against each other group over three (3) heat races.
    - The fastest qualifier (1st in Group A) will start three (3) heat races from pole position
    - The second fastest qualifier (1st in Group B) will two (2) heat races from pole position.
    - The third fastest qualifier (1st in Group C) will start one (1) heat race from pole position
    - Each heat race will be conducted over a Minimum distance of 7km expressed as a number of laps.
    - Heat 1A – Group A vs Group D with the following grid order:
      - o Group A will occupy grid positions 1, 3, 5, 7, etc,
      - o Group D will occupy grid positions 2, 4, 6, 8, etc

- Heat 1B – Group B vs Group C with the following grid order:
    - o Group B will occupy grid positions 1, 3, 5, 7, etc,
    - o Group C will occupy grid positions 2, 4, 6, 8, etc
  - Heat 2A – Group A vs Group C with the following grid order:
    - o Group A will occupy grid positions 1, 3, 5, 7, etc,
    - o Group C will occupy grid positions 2, 4, 6, 8, etc
  - Heat 2B – Group B vs Group D with the following grid order:
    - o Group B will occupy grid positions 1, 3, 5, 7, etc,
    - o Group D will occupy grid positions 2, 4, 6, 8, etc
  - Heat 3A – Group A vs Group B with the following grid order:
    - o Group A will occupy grid positions 1, 3, 5, 7, etc,
    - o Group B will occupy grid positions 2, 4, 6, 8, etc
  - Heat 3B – Group C vs Group D with the following grid order:
    - o Group C will occupy grid positions 1, 3, 5, 7, etc,
    - o Group D will occupy grid positions 2, 4, 6, 8, etc
  - To be eligible for a grid position in the Final race a Competitor must:
    - o Register a qualifying time
    - o Compete in at least two (2) heat races
  - The combined points accumulated by a Driver from heat race one (1), heat race two (2) and heat race three (3) will only determine the grid for the final race as follows:
    - o 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place
    - o The Driver who has accumulated the least points in the heat races will start on Pole Position for the final race
    - o The Driver who has accumulated the second least points in the heat races will start on Grid 2 for the final race and so on until the grid is filled to Track Density
    - o In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster qualifying time.
    - o Non-starters and non-finishers in a heat race will be awarded a finishing position based on the number of laps completed.
    - o 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 plus one.
- s) Point Score
- (i) All races in a State Championship will count towards determining the final result in a State Championship **conducted over more than one round.**
  - (ii) Results from a Meeting which is not part of the State Championship will have no bearing on the determination of the State Championship
  - (iii) Drivers will be awarded State Championship points based on the results of qualifying and each race at a State Championship Meeting, subject to any Penalties imposed.
  - (iv) State Championship points will be awarded in accordance with the table below:

Position	Qualifying	Heat Race	Final Race
1	2	15 12	30 25
2		13 10	26 20
3		12 8	24 16
4		11 7	22 14
5		10 6	20 12
6		9 5	18 10
7		8 4	16 9
8		7 3	14 8
9		6 2	12 7
10		5 1	10 6
11		4	8 5
12		3	6 4
13		2	4 3
14		1	2
15		1	1

- (v) The combined point score achieved by each Driver in a State Championship Meeting will become the State Championship points for that Meeting.
- (vi) Non-finishers in any one (1) race will not be awarded State Championship points for that race.
- (vii) Ties for State Championship points at a Meeting will be resolved by allocating Meeting finishing positions in the order of the results in the final race at the Meeting.
- (viii) In the event of two (2) or more Drivers scoring equal points at the end of the State Championship, the final State Championship order will be determined by reference to each Drivers overall placing at each State Championship Meeting conducted.
- (ix) The Driver with the greater number of first places will assume the higher place in the final State Championship order.
- (x) If this fails to break the tie, then the Driver with the greater number of second places will assume the higher place in the State Championship order, and so on until the tie is broken.
- t) Trophies
  - (i) Trophies for a State Championship Meeting are the responsibility of the Organiser.
  - (ii) Trophies will only be awarded to the top three (3) finishers in the final race of each Class at a State Championship Meeting.
  - (iii) The SKC will approve the type and size of the trophies for each Class at a State Championship Meeting.
- u) Plates and Reserved Numbers
  - (i) Competition numbers 1-5 will be reserved for the top five (5) placings in the State Championship.
  - (ii) A Competitor is only permitted to use a reserved competition number if they Compete in

the same Class **in that State** in the following years State Championship in the same State in which the competition number was earned.

- (iii) The winner of the State Championship will be allocated a blue plate with white numbers.  
**The blue plate may only be used in the same Class in which it was awarded.**
- (iv) The blue plate may only be used in a State Championship or below level Meeting.
- (v) Blue number plates will be provided by the SKC for presentation after the final Meeting in the State Championship.
- (vi) **The reserved Competition number and the blue plate may be used from the end of the State Championship in which it was earned until the end of the following year's State Championship.**

## **5 National Cup and National Trophy and State Cup Meetings**

- a) National Cup **and** National Trophy **and** State Cup Meetings may meet the general following criteria:
  - (i) Be a traditional event as determined by KA **or an SKC**
  - (ii) Be a one-off event of significance that is promoted by a Club
  - (iii) Be a special one-off event that is promoted by a Promoter that's neither a Club nor an SKC
- b) National Cup and National Trophy Meetings may be permitted at the discretion of KA, and will be listed on the KA National Calendar.
- c) ~~State Cup Meetings may be permitted at the discretion of an SKC, and will be listed on the State Calendar.~~
- c) Unless otherwise approved by KA, National Cup, National Trophy and State Cup Meetings must be conducted in accordance with:
  - (i) the Rules generally,
  - (ii) the provisions of this Rule 5; and
  - (iii) any other conditions as imposed by KA or an SKC
  - (iv) the Supplementary Regulations for that Meeting.
- d) National Cup **and** National Trophy **and** State Cup Meetings will only be permitted to take place on dates and within regions as determined by KA. Such dates and regions must not clash with National Championship, National Series or State Championship Meetings being held on the same date in the same region.
- e) National Cup **and** National Trophy **and** State Cup Meetings may not form any part of a Championship or Series and must be completed in a single Meeting.
- f) A Track being used for a National Cup or National Trophy Meeting must be approved by KA.
- h) ~~A Track being used for a State Cup must be approved by the SKC.~~
  - i) Eligible Classes
- g) **Eligible Classes**
  - (i) **Only Classes listed the Rules may Compete at a National Cup or National Trophy or State Cup Meeting.**
- h) Application for an Organising Permit
  - (i) **Two (2) ~~Three (3)~~ months** prior to the scheduled date of commencement of a National Cup **or** National Trophy **or** State Cup Meeting, the Organiser must submit:
    - An Application for an Organising Permit;
    - The appropriate Organising Permit fee;
    - A copy of the proposed Supplementary Regulations for the Meeting for review and approval by **either KA. or an SKC as relevant.**
  - (ii) Once the Supplementary Regulations are approved, the State Secretary will distribute to the necessary Officials and others as may be required.

- i) Entry to a Meeting
  - (i) Entries for a National Cup ~~or National Trophy or State Cup~~ Meeting will close a Minimum of
    - ~~seven (7) fourteen (14)~~ days prior to the first day of Competition; or
    - twenty one (21) days prior to the first day of Competition if Tyre pooling is used.
  - (ii) Late entries will not be accepted under any circumstances.
- j) Entry Fee
  - (i) The entry fee for a National Cup ~~or National Trophy or State Cup~~ Meeting shall be decided by the Organiser
  - (ii) The entry fee will include:
    - Entry of one (1) Kart in a Class
    - All practice fees
    - Entry to the circuit for one (1) Driver and two (2) pit crew.
  - (iii) An Entry Fee which is paid by credit card may attract a processing fee. The processing fee will be listed in the Supplementary Regulations.
- k) Appointed Officials
  - (i) Appointed Officials listed below may be nominated by the Organiser and must be approved, as relevant, by KA or an SKC:
    - a minimum of two (2) Stewards of the Meeting, ~~at least one of whom must hold each~~ with a Minimum grade 2 licence
    - one (1) Clerk of the Course
    - one (1) Chief Scrutineer
- l) Timing
  - (i) Each Competition will be timed at a National Cup ~~or National Trophy or State Cup~~ Meeting.
  - (ii) Each Competition must utilise the CMS in conjunction with an AMB compatible timing transponder to undertake timing.
  - (iii) A manual back up system must also be used for all Competitions at a Meeting.
- m) Tyre Pooling
  - (i) The use of Tyre Pooling for a National Cup ~~or National Trophy or a State Cup~~ Meeting is ~~permitted~~ highly recommended.
  - (ii) If Tyre Pooling is used, it must be conducted in accordance with the Rules.
- n) Practice
  - (i) The Track will be closed from the Monday of the week in which the Meeting commences until the commencement of the Meeting.
  - (ii) Untimed practice may be scheduled at a Meeting.
  - (iii) Each Class will have a Minimum of one (1) timed practice sessions at a Meeting.
  - (iv) Times set in the last timed practice session will determine the order of karts for qualifying from fastest to slowest
- o) Qualifying
  - (i) Each Class will have a Minimum of one (1) qualifying session at a Meeting.
  - (ii) A Driver may only qualify one (1) Kart in each Class at a Meeting
- p) Grid Procedure
  - (i) ~~At a Meeting where a Class is under-subscribed or does not exceed the Track density listed in the Rules the following procedures will be used to set the grid positions.~~
  - (ii) Grid positions for heat race one (1), heat race two (2) and heat race three (3) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on.
  - (iii) Grid positions for the Final race will consist of the lowest combined points scored from heat race one (1), heat race two (2) and heat race three (3) will start from grid position one (1), and so on.

- 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
- Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the Heat.
- In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.

(iv) The finishing order of the final race determines the winning positions in each Class.

(i) In addition to the provisions of the Rules, the results of the qualifying session will determine the grid for the first heat race from fastest to slowest:

(ii) The results of the first heat race will determine the grid for the second heat race:

(iii) The combined results accumulated by a Driver from heat race one (1) and heat race two (2) will determine the grid for the final race. The driver whom has accumulated the highest combined result will start on Pole Position.

q) Races

(i) Each Class will have a maximum of three (3) two (2) heat races at a Meeting. The duration of each heat race will be expressed by a number of laps.

(ii) Each Class will have one (1) final race at a Meeting. The duration of the final race will be expressed as a number of laps.

## 6 **State Series, State Cup, and Zonal Club Championship and Zonal Cup Meetings**

a) A State Series, State Cup, or a Zonal Club Championship or Zonal Cup Meeting may be conducted by an Organiser with the approval of the SKC.

b) Unless otherwise approved by KA, State Series and Zonal Club Championship and Zonal Cup Meetings must be conducted in accordance with:

(i) the Rules generally,

(ii) the provisions of this Rule 6; and

(iii) State Regulations; and

(iv) any other conditions as imposed by an SKC

(v) the Supplementary Regulations for that Meeting.

c) A State Series or Zonal Club Championship will be conducted over more than one (1) round each calendar year. A State Cup Meeting or a Zonal Cup Meeting may not form any part of a Championship or Series and must be completed in a single Meeting.

d) A Track being used for a State Series, State Cup, or Zonal Club Championship or Zonal Cup Meeting must be approved by the SKC.

e) Eligible Classes

(i) All Classes and Divisions that must be permitted to Compete in a State Championship Meeting must be permitted to Compete in State Series, State Cup, Zonal Championship and Zonal Cup Meetings. (Note: Consolidation of Classes Rules apply.)

(ii) Other than the Sportsman Class, only Classes listed in the Rules may Compete at a State Series Meeting or below unless otherwise approved by KA.

(iii) A Sportsman Class must be sanctioned by the SKC and approved by KA prior to being able to Compete at a State Series Meeting or below.

f) Application for an Organising Permit

(i) One (1) month prior to the scheduled date of commencement of a State Series, State Cup, or a Zonal Championship or a Zonal Cup Club Championship Meeting, the Organiser must submit to the SKC:

- An Application for an Organising Permit;

- The appropriate Organising Permit fee;
  - A copy of the proposed Supplementary Regulations for the Meeting for review and approval
- (ii) Once the Supplementary Regulations are approved, the State Secretary will distribute to the necessary Officials and others as may be required.
- g) Entry to a Meeting
- (i) Entries for a State Series, **State Cup**, or Zonal Club Championship or **Zonal Cup Meeting** will close immediately prior to the first scheduled on track activity at that Meeting.
  - (ii) Late entries will not be accepted under any circumstances
- h) Entry Fee
- (i) The entry fee for each round of a State Series, **State Cup**, or Zonal Club Championship or **Zonal Cup Meetings** shall be decided by the Organiser and approved by the SKC
  - (ii) The entry fee will include:
    - Entry of one (1) Kart in a Class
    - All practice fees
    - Entry to the circuit for one (1) Driver and two (2) pit crew.
  - (iii) An Entry Fee which is paid by credit card may attract a processing fee. The processing fee will be listed in the Supplementary Regulations.
- i) The Minimum number of Appointed Officials must be in accordance with the Rules.
- j) Timing
- (i) Each Competition will be timed
  - (ii) Each Competition must utilise the CMS in conjunction with an AMB compatible timing transponder to undertake timing.
  - (iii) A manual back up system may also be used for all Competitions at a Meeting.
- k) Practice
- (i) Untimed Practice and/or Timed practice may take place at a Meeting at the discretion of the Organiser.
- l) Qualifying
- (i) Qualifying may take place as a standalone session, or may be combined with a warm up session at the discretion of the Organiser.
  - (ii) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- m) Grid Procedure
- (i) The gridding procedure will be **based on the times achieved in qualifying with the fastest on grid one and so on** in accordance with the Rules, **State Regulations** and the Supplementary Regulations for the Meeting.
- n) Races
- (i) Unless otherwise specified in the **State Regulations** or the Supplementary Regulations for a Meeting, each Class will generally have three (3) heat races at a Meeting. The duration of each heat race will be expressed by a number of laps.
  - (ii) Unless otherwise **specified indicated** in the **State Regulations** or the Supplementary Regulations for a Meeting, each Class will generally have one (1) final race at a Meeting. The duration of the final race will be longer than the heat races and will be expressed by a number of laps.
- o) Finishing
- (i) **Unless otherwise specified in State Regulations or Supplementary Regulations the finishing order of the final race determines the winning positions in each Class.**

## 7 Club Championship and Club Meetings

- a) A Club Championship and general Club Meetings may be conducted by an Organiser with the approval of the SKC.
- b) A Club Championship and Club Meetings must be conducted in accordance with:
  - (i) the Rules generally,
  - (ii) the provisions of this Rule 7; and
  - (iii) State Regulations; and
  - (iv) any other conditions as imposed by an SKC
  - (v) the Supplementary Regulations for that Meeting.
- c) A Track being used for a Club Championship or Club Meeting must be approved by the SKC.
- d) Eligible Classes
  - (i) All Classes and Divisions that must be permitted to Compete in a State Championship Meeting must be permitted to Compete Club Championship and Club Meetings. (Note: Consolidation of Classes Rules apply.)
  - (ii) Other than the Sportsman Class, only Classes listed in the Rules may Compete at a Club Championship Meeting or below unless otherwise approved by KA.
  - (iii) A Sportsman Class must be sanctioned by the SKC and approved by KA prior to being able to Compete at a Club Championship Meeting or below.
- e) Application for an Organising Permit
  - (i) One (1) month prior to the scheduled date of commencement of a ~~State Series or a Zonal~~ Club Championship Meeting or Club Meeting, the Organiser must submit to the SKC:
    - An Application for an Organising Permit;
    - The appropriate Organising Permit fee;
    - A copy of the proposed Supplementary Regulations for the Meeting for review and approval
  - (ii) Once the Supplementary Regulations are approved, the State Secretary will distribute to the necessary Officials and others as may be required.
- f) Entry to a Meeting
  - (i) Entries for a Club Championship or Club Meeting will close immediately prior to the first scheduled on track activity at that Meeting.
  - (ii) Late entries will not be accepted under any circumstances
- g) Entry Fee
  - (i) The entry fee for Club Championship or Club Meeting shall be decided by the Organiser and approved by the SKC
  - (ii) The entry fee will include:
    - Entry of one (1) Kart in a Class
    - All practice fees
    - Entry to the circuit for one (1) Driver and two (2) pit crew.
  - (iii) An Entry Fee which is paid by credit card may attract a processing fee. The processing fee will be listed in the Supplementary Regulations.
- h) The Minimum number of Appointed Officials must be in accordance with the Rules.
- i) Timing
  - (i) Each Competition will be timed
  - (ii) Each Competition must utilise the CMS in conjunction with an AMB compatible timing transponder to undertake timing.
  - (iii) A manual back up system may also be used for all Competitions at a Meeting.



- j) Practice
  - (i) Untimed Practice and/or Timed practice may take place at a Meeting at the discretion of the Organiser.
- k) Qualifying
  - (i) Qualifying may take place as a standalone session, or may be combined with a warm up session at the discretion of the Organiser **and must be stipulated in Supplementary Regulations.**
  - (ii) **When the number of Competitors entered in a Class (or Classes if Classes have been Consolidated in accordance with the Rules) is less than eight (8),** Qualifying may be determined by other means which must be stipulated in **State Regulations and the Supplementary Regulations for the Meeting.**
  - (iii) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- l) Grid Procedure
  - (i) The gridding procedure will be in accordance with the Rules, **State Regulations** and the Supplementary Regulations for the Meeting.
  - (ii) **When the number of Competitors entered in a Class (or Classes if Classes have been Consolidated in accordance with the Rules) is more than eight (8), unless otherwise specified in State Regulations, the gridding procedure will be based on the times achieved in qualifying with the fastest on grid one and so on.**
- m) Races
  - (i) Unless otherwise indicated in the **State Regulations and** Supplementary Regulations for a Meeting, each Class will generally have three (3) heat races at a Meeting. The duration of each heat race will be expressed by a number of laps.
  - (ii) Unless otherwise indicated in the Supplementary Regulations for a Meeting, each Class will generally have one (1) final race at a Meeting. The duration of the final race will be longer than the heat races and will be expressed by a number of laps.
- n) Finishing
  - (i) Unless otherwise specified in State Regulations or the Supplementary Regulations the finishing order of the final race determines the winning positions in each Class.

**Note:**

**The relevant provisions of the 2015 Chapter 6, in particular the event formats for oversubscribed Classes have been merged into Chapter 5.**



# Technical Rules

### Australian Kart Formula

#### 1 Preamble

- a) The Australian Kart Formula applies to all Karts using any KA Licenced facility at all times.
  - (i) The individual Class definitions form part of the Australian Kart Formula
  - (ii) Unless in these Rules and/or the Homologation / Technical Specifications documents it says that you can do something, then you cannot

#### 2 Responsibility for Safety

- a) Each Competitor is responsible for all safety aspects of that Competitors Kart and Driver at all times.

#### 3 Parity

- a) KA reserves the right to undertake Performance Parity adjustments.
  - (i) At short notice
  - (ii) At any time
  - (iii) Whenever KA, at their sole discretion, consider such adjustments are necessary

#### 4 Repairs

- a) Any repairs or replacements must respect the original and take full account of engineering integrity and safety.
- b) Where applicable must be approved by the Chief Scrutineer.

#### 5 Ballast

- a) All Karts must run to a Minimum weight as defined in each Class definition unless otherwise approved by KA.
- b) The weight measured on the designated official scales at each Competition meeting shall be final with no recourse allowed.
- c) The minimum weight must be completed with one or several units of ballast provided
  - (i) Each unit is a strong and unitary block
  - (ii) No single block must weigh more than 5kg
  - (iii) Is fixed by means of tools
  - (iv) Has the ability to affix scrutineering seals
  - (v) Must be attached only to the Frame or the Seat with minimum Class 8.8 bolts and lock nuts
  - (vi) These bolts must be minimum 8mm diameter
  - (vii) A Maximum of two (2) threads of the bolt may protrude past the lock nut once fixed
  - (viii) For single ballast blocks greater than 4kg two (2) fixing points are required

#### 6 Materials

- a) Metallic Materials
  - (i) Herein shall mean either steel or aluminium only.
- b) Ballast Materials
  - (i) For the purpose of achieving minimum Kart weights only the following materials are permitted.

- 1) Lead
- 2) Steel
- 3) Aluminium
- c) Composite Materials
  - (i) Herein a Composite Material is defined as a material consisting of a resin and fibrous material, taking the form of a chopped strand mat, cured to form a rigid shape.
  - (ii) Unless specifically allowed for in an individual Homologation, only the following components may be constructed of a composite material
    - 1) Seat
    - 2) Nassau panel
    - 3) Side Pods
    - 4) Floor Tray
    - 5) Brake Pads
    - 6) Camera Mount
  - (iii) Unless specifically allowed for in an individual Homologation, only the following components may be constructed specifically of a Carbon Fibre composite material
    - 1) Seat
    - 2) Nassau panel
    - 3) Floor Tray
- d) Plastic Materials
  - (i) Any plastic, and/or plastic component must be Splinter and Shatter proof
  - (ii) The following components may be constructed of a plastic material
    - 1) Nassau panel
    - 2) Side Pods
    - 3) Rear Bumper Bar
  - (iii) The following components must be constructed of a plastic material
    - 1) Front Fairing
    - 2) Number plates
      - a. These must be constructed from a flexible plastic material with radiused corners
    - 3) Chassis Skid Plates
- e) Ceramic Materials
  - (i) No rotating ceramic parts are permitted
  - (ii) No ceramic bearings, be they full or hybrid, are permitted
- f) Exotic Materials
  - (i) The following materials are considered exotic by KA and are not permitted.
    - 1) Unless specifically allowed within these Rules.
    - 2) Unless part of a specific homologation.
    - 3) KA reserves the right to amend this list without notice.
  - (ii) Titanium or any of its alloys
  - (iii) Metal Matrix Composite Materials
  - (iv) Inter-metallic materials
  - (v) Iridium alloys (excluding spark plug electrodes)
  - (vi) Rhenium alloys
  - (vii) Alloys containing more than 5% Beryllium
  - (viii) Tungsten

- (ix) Uranium
- (x) Cadmium
- (xi) Asbestos

## **7 Specific Non-Permitted Items**

- a) Suspension
  - (i) Apart from the steering system, any device, system or item which provides relative movement between a wheel and the Kart frame is not permitted.
- b) Rear Wheel Steering
  - (i) Any device, system or item which is deemed as providing a rear wheel steering affect is not permitted.
- c) Front Wheel Drive
  - (i) Any device, system or item which provides forward tractive effort to the one or both front wheels is not permitted.
- d) Communication and Telemetry
  - (i) Unless specifically allowed by an individual Class definition and with the exception of official timing equipment, any device, system or item which provides either voice or data transmission to or from the Kart at any time is not permitted.
- e) Chain Oilers
  - (i) Unless specifically allowed by an individual Class definition, any device, system or item which provides a chain oiling function whilst the Kart is on track is not permitted.
- f) Mirrors
  - (i) Any device, surface or item which is deemed for the purpose of providing rearward vision is not permitted.
- g) Hazardous item
  - (i) Any appendage, protrusion, surface, extension, device or item which is deemed hazardous to other vehicles is not permitted.

## **8 Chassis**

- a) Frame
  - (i) The Chassis must consist of a single frame constructed entirely from steel.
  - (ii) Must not extend sideways beyond the outside wall of any tyre
  - (iii) The following items must be mounted with appropriately sized fixings directly to the frame.
    - 1) Engine
    - 2) Seat
    - 3) Steering
    - 4) Pedals
    - 5) Front and Rear Axles
    - 6) Bodywork
  - (iv) It is permitted to replace a Frame which suffers damage during a Meeting provided:
    - 1) The damaged Frame has been inspected, and deemed by the Chief Scrutineer to be:
      - a. Unsafe
      - b. And beyond repair in the time available before the Competitors next session.
    - 2) Before continuing Competition the Kart with the replacement Frame is successfully Scrutineered.
    - 3) The Competitor with the replacement Frame starts their next session at the rear of the grid
- b) Seat
  - (i) Must be fitted at all times.

- (ii) Must be located such that the Drivers hips are in front of the rear axle.
- (iii) Must be located between each rear wheel.
- (iv) Must minimise lateral and rearward movement of the driver.
- (v) Must be constructed in such a manner to safely cope with all applied loads under all conditions.
- (vi) Must have a plate placed **on either side** between the seat and the frame mounting points.
  - 1) The plate must:
    - a. be steel or aluminium
    - b. be at least **1.0mm** ~~1.5mm~~ thick
    - c. have a single central hole for the mounting bolt to pass through.
    - d. be at least 35.0mm diameter
- (vii) May only have the following items mounted to it.
  - 1) Ballast
  - 2) Batteries
  - 3) The mounting of these items must not compromise the structural integrity of the seat.
- c) Wheels and Axles
  - (i) Wheels
    - 1) The total number of wheels must be four (4).
    - 2) The total number of tyres must be four (4).
    - 3) The rear wheels are the two (2) wheels which must be positioned behind the engine at the rear of the Kart.
    - 4) Front wheels shall
      - a. Revolve on ball or roller type bearings on each front stub axle.
      - b. Be retained on each front stub axle by a nyloc nut.
    - 5) Rear wheels shall
      - a. Be driven directly by a single axle shaft via a wheel hub.
      - b. Be secured to the wheel hub by bolts or studs with nuts.
        - The bolts, studs and nuts must be a minimum of Grade 8.8
    - 6) Where specifically mandated by an individual Class definition, Wheels must incorporate tyre bead retention on the outer rim when **Dry slick** Tyres are fitted.
      - a. This tyre bead retention must be achieved by the use of at least three (3) screws of at least M4 size, threaded through the outer wheel rim immediately behind the tyre bead.
      - b. The angular separation between each screw must be no more than 120deg.
      - c. The thread of the screws must protrude inside the wheel rim by at least 3.0mm.
      - d. The thread/screw must be sealed to the wheel rim to provide an airtight fitment under all conditions.
  - (ii) Axles
    - 1) Must not protrude beyond the outer edge of any tyre.
    - 2) Each front stub axle must pivot about a single point on the frame.
    - 3) Unless specifically allowed by an individual Class, the rear axle must be steel.
      - a. The external diameter must be between 25.0mm and 30.0mm
      - b. May be a tube, if so the external diameter may exceed 30.0mm
      - c. If tubular must conform to one of the following sizes
        - OD 50.0mm / Maximum ID 46.25mm
        - OD 40.0mm / Maximum ID 36.25mm
        - OD 35.0mm / Maximum ID 29.0mm
        - OD 30.0mm / Maximum ID 24.0mm

- 4) Where specifically allowed by an individual Class, the rear axle may be aluminium.
  - a. Must have an external diameter of 40.0mm
  - b. Must have a wall thickness of at least 4.85mm – except under a keyway
  - c. Must have a maximum internal taper of 25.0mm from each end of the axle shaft.
- 5) The wheel hub is to be keyed as well as clamped to the rear axle
  - a. Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.
- d) Maximum Dimensions
  - (i) With the Kart placed on a flat surface and the tyres inflated to the manufacturers recommended minimum inflation pressure, the entire Kart must fit within a right angled box of the following dimensions.
  - (ii) Length
    - 1) 2250mm
  - (iii) Width
    - 1) 1400mm
  - (iv) Height
    - 1) 710mm from the ground
  - (v) For the purposes of clarity, with a driver seated normally in the Kart, the length dimension is in the direction of the driver's legs.
- e) Wheelbase
  - (i) The wheelbase is defined as the dimension between the centre of either the left hand side front and rear wheels, or the right hand side front and rear wheels, with the steering set to straight ahead.
  - (ii) Unless specifically defined by an individual Class definition, the wheelbase must be between 1000mm and 1270mm
- f) Track Width
  - (i) The track width is defined as the dimension between the centres of each pair of front and/or rear tyres.
  - (ii) Unless specifically defined by an individual Class definition, the front and/or rear track width must be no less than two thirds (66.6%) of the wheelbase measurement taken at the same time.
- g) Bodywork
  - (i) Only the following bodywork or aerodynamic aids are permitted
    - 1) Front Fairing (Nose Cone)
    - 2) Side Pods
    - 3) Nassau Panel
    - 4) Floor Tray
    - 5) Rear Bumper Bars (Not permitted to be used during a Meeting)
    - 6) CIK-FIA homologated rear impact protection
    - 7) Skid Plates/Pads
  - (ii) Front Fairing (Nose Cone)
    - 1) Must be fitted at all times.
    - 2) Must be attached to the Frame with the manufacturers supplied mounting system.
    - 3) No form of strengthening or additional support is permitted.
    - 4) Any repairs must be approved by the Chief Scrutineer.

- 5) Must comply with the dimensions as illustrated in Appendix 1, Fig 1.
  - a. Must not protrude above the plane (A-A) through the top of the front and rear tyres, with the front tyres in a straight ahead position.
  - b. Must have no material (including the mounting system) lower than 25mm off the ground (B) with the tyres inflated to the manufacturers recommended minimum inflation pressure.
  - c. Must not overhang the front axle by more than 650mm (L)
  - d. Must be a minimum width of 500mm, and be no wider than the plane passing through the outer edge of the front tyres in their straight ahead position.
- (iii) Side Pods
  - 1) Must be fitted at all times.
  - 2) Must not cover any part of the Driver when seated normally in the Kart
  - 3) Must be separate from the Floor Tray
  - 4) Must not have any part of the Frame, or Side Pod mounting bars on the outside of its widest surface.
  - 5) When viewed from underneath, must allow the Frame to remain fully visible.
  - 6) Must consist of a minimum of two (2) side faces, a top and a bottom.
    - a. The outer side face must:
      - Be vertical with a tolerance of +/-5deg
      - Be uniform and smooth
      - Not have any cutouts or holes other than Holes of maximum diameter 8mm for the sole purpose of mounting bolts.
      - Apart from official timing equipment, not have any additional materials, panels or items attached.
    - b. The outer side face may have:
      - A groove along its length no larger than 30mm by 30mm
      - A passage for an external starter shaft
      - Holes of maximum diameter 8mm 6mm for the sole purpose of mounting bolts
      - M8 M6 Button Head or smaller shaped protrusions.
  - 7) Must comply with the dimensions as illustrated in Appendix 1, Fig 1
    - a. Must not protrude outside the plane (E-E) passing through the outer edge of the rear tyres. This Rule does not apply when Wet Weather Tyres are fitted.
    - b. Must not protrude above the plane (A-A) through the top of the front and rear tyres, with the front tyres in a straight ahead position.
    - c. Must have no material (including the mounting system) lower than 25mm off the ground (B) with the tyres inflated to the manufacturers recommended minimum inflation pressure.
    - d. The entire top surface must be at least 100mm off the ground (H) with the tyres inflated to the manufacturers recommended minimum inflation pressure
    - e. Must be at least 50mm wide (G) along its entire length.
    - f. Must form a gap to the rear tyre which is no greater than 80mm 60mm (D) measured at the wheel centre height.
    - g. Measured along the line between the front and rear wheel centres, must be at least 70% of the distance between the front and rear tyres, with the tyres inflated to the manufacturers recommended minimum inflation pressure.
    - h. Must have all edges and corners radiused to a minimum of 5mm.



- 8) Must be attached to Side Pod mounting bars at a minimum of two (2) locations.
  - 9) The Side Pod mounting bars
    - a. Must be less than 30mm diameter.
    - b. Must have open ends radiused.
    - c. Must not be drilled for lightness.
    - d. Must be pinned or bolted to the Frame at each end of the bar.
    - e. ~~The pin or bolt must be steel with a minimum diameter of 6mm.~~
      - CIK-FIA Homologated A Chassis using springs as the primary mounting method **must have** may substitute the minimum bolt/pin requirement with a multi-strand wire tether through the existing spring mounts.
- (iv) Nassau Panel
- 1) Must be fitted at all times
  - 2) Must not restrict the driver
    - a. When seated normally in the Kart
    - b. Or when entering or exiting the normal seated position in the Kart.
  - 3) Must not be higher than the top of the steering wheel in its straight ahead position
  - 4) Must be no wider than:
    - a. 300mm for Competitions on bitumen tracks
    - b. 500mm for Competitions on dirt tracks
  - 5) Must be at least 50mm from the steering wheel.
  - 6) Must maintain the legibility of Race numbers.
  - 7) Must be attached and securely fastened with either bolts or a split pin.
- (v) Floor Tray
- 1) Must be fitted at all times.
  - 2) Must be a continuous, uniform, non-perforated rigid sheet.
  - 3) Must not extend beyond the inside of the Frame rails.
  - 4) Must not allow any void large enough for any part of a drivers body to pass through.
  - 5) Must be constructed of either:
    - a. Steel with a minimum thickness of 0.5mm
    - b. Aluminium with a minimum thickness of 1.2mm
    - c. Fibreglass with a minimum thickness of 2.0mm
    - d. Carbon Fibre with a minimum thickness of 1.2mm
  - 6) Must be secured with nyloc nuts
    - a. No more than two (2) threads of the bolt are permitted to extend past the nyloc nut.
- (vi) Rear Bumper Bars
- 1) Are not permitted to be used during a Meeting
  - 2) Must be bolted or clamped at all fixing points
  - 3) Must not protrude outside the plane (E-E) (Appendix 1, Fig 1) passing through the outer edge of the rear tyres.
  - 4) Must not have any blunt or sharp edges
  - 5) Must not incorporate metal tubes greater than 20.0mm diameter.
  - 6) Must not have any part or item including the mounting drilled for lightness.
  - 7) May incorporate safety rollers which,
    - a. Must be no larger than 50.0mm diameter
    - b. Must meet the requirements of Rule 3) above.
- (vii) CIK-FIA Homologated Rear Impact Protection
- 1) Must be fitted at all times during a Meeting. Highly recommended to be fitted at all times.

- 2) Must be fitted to each Kart competing in a National Championship and National Series Meeting.
- 2) Must be a CIK-FIA Homologated rear impact protection device.
- 3) The surface(s) of the rear impact protection must be uniform and smooth; the rear protection must not comprise holes or cuttings other than those necessary for its attachment and/or present at the homologation.
- 4) Must be fitted in accordance with the manufacturers' specifications.
  - a. The unit must be attached to the frame in at least two (2) points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis
- 5) It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).
- 6) Must not protrude outside the plane (E-E) (Appendix 1, Fig 1) passing through the outer edge of the rear tyres.
- 7) The gap between the front of the rear protection and the rear wheels surface: 15 mm minimum, 50 mm maximum.
- 8) Must at all times provide rear impact protection to the satisfaction of the Chief Scrutineer.
- (viii) Skid Plates/Pads
  - 1) May be fitted
  - 2) Must not provide any aerodynamic benefit.
  - 3) Must not pass under the brake disc or drive chain/belt.
  - 4) Must have no part of their mounting system lower than they are.
- h) Controls
  - (i) Steering
    - 1) The steering system must be operated by the drivers hands and consist of the following items.
      - a. Steering Wheel
      - b. Steering Wheel Hub
      - c. Steering Shaft
      - d. Steering Arms
    - 2) Steering Wheel
      - a. The steering wheel is defined as the Steering control device directly held in the drivers hands
      - b. Handlebar type steering wheels are not permitted
      - c. Must have a continuous outer rim
      - d. Must allow a drivers hands to fully grip the rim
      - e. May take any shape judged as reasonable by the Chief Scrutineer
      - f. Must connect to the Steering Wheel Hub using the manufacturers fitment requirements
    - 3) Steering Wheel Hub
      - a. Connection of the Steering Wheel to the Steering Shaft occurs via the Steering Wheel Hub
      - b. Unless expressly permitted under a specific homologation must be metallic.
      - c. Must be secured to the Steering Shaft with at least a Grade 8.8 bolt of at least 6.0mm diameter with an appropriate self-locking nut.
        - The bolt must be fitted through the Hub 'top to bottom'
      - d. May be welded directly to the Steering Shaft
        - In this instance the minimum securing bolt requirement does not apply.

- 4) Steering Shaft
    - a. The Steering Shaft must rotate on its axis converting the driver control input into Steering Arm movement.
    - b. Must be metallic.
    - c. Must have a diameter of at least 16.0mm
    - d. May be tubular
      - If tubular must be steel
      - Of at least 18.0mm diameter
      - And at least 1.5mm wall thickness
    - e. May have a cross drilled hole for the purposes of attaching the Steering Wheel Hub
    - f. Must be connected to the frame with suitably sized bushes or bearings.
    - g. Must include a secondary safety feature to prevent detachment from the frame.
      - A collar or retaining device securely fitted within 5mm of the lower edge of the upper steering shaft bush is deemed to comply with this Rule.
  - 5) Steering Arms
    - a. Connection of the Steering Shaft to the Front Stub Axles is achieved via the Steering Arms
    - b. Must be metallic
    - c. If constructed of steel
      - Must have a diameter of at least 8.0mm
      - Unless tubular, in which case:
        1. The OD must be at least 10.0mm
        2. The wall thickness must be at least 2.0mm
    - d. If constructed of aluminium
      - Must have a diameter of at least 10.0mm
      - Unless tubular, in which case:
        1. The OD must be at least 12.0mm
        2. The wall thickness must be at least 2.6mm
    - e. King Pins and Rod Ends
      - Must utilise bolts of at least 8.0mm diameter.
      - These bolts must be at least Grade 8.8 with an appropriate self-locking nut.
      - Rod ends must have at least 8.0mm of engaged thread of the steering arm
      - Rod ends of the following type are not permitted.
        1. Peg
        2. Plastic/Nylon
        3. Pressed Metal
- (ii) Brakes
- 1) Must be fitted and operational at all times.
  - 2) Must be Disc Brake in operation.
  - 3) Must be either hydraulic or mechanically operated.
    - a. CIK-FIA homologated brake systems/components are permitted.
    - b. Duracan brake components are **not** permitted for use until 31 December 2015
  - 4) Unless specifically allowed by an individual Class definition, must act simultaneously on the rear wheels only.
  - 5) Must be operated by the driver's foot unless otherwise approved by KA
    - a. Where specifically allowed, front brakes must be operated by either the driver's foot or hand.

- b. At all times, a foot brake pedal must remain wholly within the limits of the Frame, which in this instance may include a front crash bar.
- 6) Where the individual Class definition allows two (2) engines, **if no front brakes are fitted then dual rear brake systems must be fitted and be operational otherwise a single rear brake system is permitted in combination with operational front brakes.**
- 7) Must use at least Grade 8.8 bolts, studs and nuts exclusively.
  - a. All fasteners must be safety wired or fitted with self-locking nuts.
  - b. Hollow pins must be safety wired or pinned.
- 8) Brake Pads
  - a. Brake pad retaining bolts must be fitted with a sleeve.
    - Shoulder type bolts are not permitted.
  - b. Where brake pads are retained by bolts only.
    - The bolts must either be:
      - 1. Drilled and safety wired, or
      - 2. Have a locking collar with grub screw fitted to the bolts to hold the pads in place should the nut become dislodged.
      - 3. Use a split pin which must be.
        - o At least 3.0mm diameter; and
        - o in manufactured condition.
- 9) Brake Actuation
  - a. Hydraulic Hose
    - Must use metallic fittings
  - b. Cable
    - Must be a multi-strand steel wire of at least 2.25mm diameter.
    - Must be fastened by a machine swagged fitting; or
    - By a mechanically positive method which cannot cut or fray the wire.
      - 1. Electrical type connectors used for this purpose are not permitted.
  - c. Rod
    - Must be steel
    - Must be solid
    - Must have a diameter of at least 6.0mm with cut threaded ends.
    - Must have a diameter of at least 5.0mm with rolled threaded ends.
    - May include an aluminium joiner with a Minimum diameter of 9.0mm.
  - d. Redundancy
    - Whatever form the brake actuation takes, a secondary safety wire between the pedal and the Master Cylinder must be fitted.
    - This secondary safety wire must allow emergency brake actuation in case of failure of the primary actuation method.
- (iii) Throttle
  - 1) Must be operated by the driver's foot unless otherwise approved by KA.
  - 2) At all times, a foot throttle pedal must remain wholly within the limits of the Frame, which in this instance may include a front crash bar.
  - 3) Must incorporate a spring mechanism which immediately returns the throttle pedal to its non-actuated (idle) position when pedal pressure is removed.
- i) Electrical
  - (i) Official Timing Transponder
    - 1) The AMB transponder must be fitted at all times during Competition.

- 2) The AMB transponder must be mounted;
  - a. In an appropriate bracket on the front fairing vertical clamp.
  - b. Vertically
  - c. Less than 300mm above the ground.
- (ii) Starter and Ignition Batteries
  - 1) When fitted must be attached to the Frame or Seat.
  - 2) Must be of one of the following types.
    - a. Dry Cell
    - b. Gel
    - c. Valve regulated sealed lead acid
    - d. Lithium ion
  - 3) Must be contained in
    - a. A four sided bracket or box with a height of at least 10.0mm
    - b. Unless otherwise Homologated, must be secured in the bracket or box by at least one (1) of the following
      - A suitable top clamp fixed with two (2) M6 bolts
      - A strap at least 15.0mm wide with buckle fasteners or rubber grommets / o rings
      - UV rated zip ties at least 7.5mm wide and at least 2.0mm thick.
      - A Velcro strap at least 50.0mm wide.
      - None of the fastenings must pass over any sharp objects or under the Kart frame.
    - c. Unless otherwise Homologated, the bracket or box must be secured with a minimum of four (4) M6 bolts or two (2) M6 'U' clamps with self-locking nuts
- (iii) Dash Displays and Data Logging equipment
  - 1) Unless specifically restricted by an individual Class definition, Electronic Dash Displays are permitted
  - 2) Unless specifically restricted by an individual Class definition, Electronic Data Logging equipment is permitted
  - 3) A single exhaust temperature probe or a single O2 sensor may be fitted.
    - a. A Maximum diameter of the probe must be 16mm.
    - b. The Maximum length of the probe must be 25mm.
    - c. If used, it must be fitted to the Exhaust header pipe of the following engines:
      - KT100J
      - KT100S
      - Fireball
      - Cheetah
      - PRD Galaxy
      - X30
      - IAME KA 100
- (iv) Video Recording Systems
  - 1) The fitting of video recording equipment to a Kart is permitted.
  - 2) A maximum of four (4) video recording systems are permitted.
  - 3) One (1) video recording system must record vision in a forward direction only.
  - 4) Must consist of either;
    - a. A self-contained (Go-Pro style) camera unit; or
    - b. A camera with a separate recorder unit
  - 5) Must not have any optical flashing function.
  - 6) All parts of the system must be securely mounted.
    - a. Must not impede the Driver during entry, exit or whilst driving

- b. Must not pose a hazard
  - c. Must not interfere with any part of the Control Systems.
  - d. Must not obstruct or interfere with any competition numbers or official timing equipment.
  - e. One (1) video recording system must be mounted a Minimum of 400mm from the top and on the front face of the Nassau Panel and a Maximum of 450mm from the top and on the front face of the Nassau Panel and must have all parts forward of the front face of the Nassau Panel.
  - f. Each video recording system must have a multi-strand tether securely attached to the Camera system and the Frame and/or bodywork and/or support brackets attached to the Kart.
- 7) Must weigh less than:
- a. 0.3kg including all mounts and tether if using a self-contained camera unit; or
  - b. 0.2kg for the camera including all integrated cabling and less than 1.0kg for the complete recorder unit including any cabling, batteries and other ancillary components.
- 8) It will be mandatory for each Kart competing in National Championship and National Series Meetings to have the video recording system that is mounted in accordance with Rule 6) e. above fitted and fully operational at all times while the Kart is on the Track.
- 9) All cameras and the recording media is to be made available to the **Race Director**, Clerk of the Course or the Stewards of the Meeting should they require them for use in any judicial matter.

## 9 Engines

- a) Engines must be internal combustion, reciprocating piston engines only, working on either the two (2) or four (4) stroke principle.
- b) All engines must be Homologated and/or Approved by KA
- c) Unless specifically allowed by an individual Class definition any internal or external modifications to engines are not permitted.
- d) Any accidental engine damage, either internal or external is not considered a modification if it is judged by the State Technical Officer to not offer a performance gain.
  - (i) Timed port edge damage must pass the Piston Travel Gauge test.
- e) Number of Engines
  - (i) The maximum number of Engines permitted for use on a Kart at a Meeting is limited.
    - 1) These limits are specified in the individual Class definitions.
  - (ii) At National Championships an engine cannot be used by more than one (1) competitor or in more than one (1) Class.
- f) Starting Systems
  - (i) Engines homologated with attached starting systems must have the starting system attached at all times.
    - 1) If the attached starting system fails, the engine may be started using an external starting system.
  - (ii) Starting systems may be manual pull type or electrical.
  - (iii) All other aspects related to Starting Systems are deemed Non-Technical.
- g) Transmissions
  - (i) The transfer of power from the engine to the rear axle must be accomplished by either a single chain or belt drive.
    - 1) With the exception of those classes in which it is specifically allowed, any device, system or item which provides more than one (1) speed ratio between the engine and the rear axle is not permitted.

- (ii) Clutches
  - 1) Where specifically allowed by an individual Class definition the fitment of a clutch is optional.
    - a. When fitted with a clutch a Kart must have an ignition kill switch.
      - When activated the ignition kill switch must immediately bring the engine to a complete stop.
  - 2) Must be of the dry centrifugal type.
  - 3) Must be KA homologated
    - a. No modifications are permitted.
  - 4) Must have a guard or retention device fitted
    - a. For the purpose of preventing the clutch mechanism from leaving the Kart in case of component failure.
    - b. Must be attached to the engine with at least two (2) Grade 8.8 bolts.
    - c. The clutch guard or retention device may be modified to allow the fitment of a chain guard.
  - 5) Must pass the Clutch Testing Procedure.
- (iii) Guards
  - 1) Chain/Belt, Engine sprocket Guards
    - a. Must be fitted at all times.
    - b. Must provide enough protection to prevent any part of the driver becoming trapped in the chain or belt.
    - c. May be a single guard performing the function of both the Chain/Belt and Engine sprocket guards.
  - 2) Side plates or discs attached to the sprocket or carrier and are larger than the outside of the chain are not permitted.
  - 3) Rear sprockets, carriers and/or brake discs mounted to the rear axle not forming part of the active transmission or brake system are not permitted.
- (iv) Sprockets
  - 1) A direct drive sprocket
    - a. Complete, must weigh no more than 0.1kg.
    - b. Retaining nut must be no larger than 19.0mm 'Across Flats'.
  - 2) All other aspects related to the Engine Sprocket and Key are deemed Non-Technical.
- h) Cooling
  - (i) Cooling systems additional to, or instead of that specified in the engine homologation are not permitted
  - (ii) Ducting of air to the engine is not permitted.
  - (iii) Liquid Cooling Systems
    - 1) Radiators further forward than the steering wheel are not permitted.
    - 2) Glycol or soluble oil coolants are not permitted.
    - 3) If the cooling system is not sealed, a catch tank of at least 0.1L capacity must be included in the system.
      - a. The catch tank must be empty prior to the Kart entering the out grid.
- i) Fuel System
  - (i) Fuel Tank
    - 1) Must be securely mounted in front of the driver and between their legs.
    - 2) Must not impede the driver whilst entering or exiting, or operating the Kart.
    - 3) Must be made of a flame retardant, leak and shatter proof material.
    - 4) Must be mounted in a manner which minimises the chance of spillage.
    - 5) Must be fitted with a male fuel line connector, or accept the flexible fuel line.
    - 6) Must have an overflow tank of at least 0.1L connected at all times.

- (ii) Fuel lines
  - 1) Must be securely fixed at all points.
    - a. Including the Fuel Tank, Overflow tank, frame, Filter, Carburettor
  - 2) Must not pass under any part of the frame.
  - 3) Must be safely routed to the satisfaction of the Chief Scrutineer.
  - 4) May incorporate a fuel tap.
  - 5) Must be made of a flame retardant material.
- j) Spark Plugs
  - (i) Unless specified in an Engine Homologation Document must have:
    - 1) No more than 20.0mm engagement length without the washer.
    - 2) No more than 12.7mm engagement length without the washer when used in the Comer SW80.
  - (ii) All other aspects related to Spark Plugs are deemed Non-Technical.
- k) Gaskets
  - (i) Unless specified in an Engine Homologation Document:
    - 1) Cylinder Head Gaskets must be retained.
    - 2) Cylinder Base Gaskets are dimensionally free.
    - 3) Carburettor base and phenolic spacer gaskets are dimensionally free.
    - 4) Crankcase half gaskets may be formed from liquid gasket compounds.
    - 5) Cylinder Base adjusting shims/spacers
      - a. May be of any material permitted within the rules.
      - b. Must be of uniform thickness.
  - (ii) All other aspects related to Gaskets are deemed Non-Technical.
- l) Carburettor
  - (i) Non-Homologated carburettors are not permitted.
  - (ii) All engine air must pass through the carburettor inlet throat.
  - (iii) Carburettor throttles must be fitted with two (2) idle return springs.
  - (iv) Adjustment of Carburettor jet needles must be done by manually turning the jet needle, or its extension, only.
  - (v) A mechanical stop may be fitted to limit the range of Carburettor jet needle adjustment.
    - 1) Modification of the Carburettor for mounting of the stop is not permitted.
  - (vi) Carburettor throttle actuation must be by mechanical means only.
  - (vii) Yamaha KT100 J and Yamaha KT 100 S engines must use a Walbro WB series carburettor.
    - 1) Walbro WB 24 carburettors are not permitted.
    - 2) The carburettor must conform to the dimensions shown in Appendix 1, Fig 3 at all times.
      - a. The venturi diameter (A) must remain as factory cast with a diameter no larger than 24.13mm
      - b. The surface (B) must remain as factory cast.
        - The area of this surface extends from the front of the carburettor to the progression discharge jet which must have at least part of the jet in the as cast surface.
      - c. The downstream diameter (C) must be no larger than 25.7mm.
      - d. The butterfly shaft (D) must pass through the centre line of the bore.
      - e. The length of the carburettor body (E) must be at least 37.5mm.
    - 3) The carburettor may be machined.
      - a. This machining is limited to:
        - Reducing the length of the body to no less than that allowed for dimension E.
        - Enlarging the downstream diameter to no more than that allowed for dimension C.
        - O Ring allowances for the low speed jet and the butterfly shaft.
  - 4) The butterfly valve and its shaft must remain as supplied by the manufacturer.
    - a. The threaded butterfly screw must be retained.
    - b. Countersunk butterfly screws are not permitted.



- 5) Sleeving of the carburettor bore is not permitted.
- 6) The inlet seat and butterfly shaft bore may be repaired.
- 7) Existing fuel and air holes may be enlarged.
  - a. They must not be deleted or relocated.
  - b. When viewed externally these holes must be the same shape as the original holes.
- (viii) Induction Noise Silencer adaptor
  - 1) Must be fitted at all times.
  - 2) Unless specifically defined by an individual Class definition, the Noise Induction Silencer adaptor must conform to the specifications as given in Appendix 1, Fig 4.
    - a. The centre hole must be at least 28.8mm diameter.
    - b. The overall length must be no greater than 25.0mm.
- m) Induction Noise Silencer
  - (i) Must be fitted at all times.
  - (ii) Unless specifically allowed by an individual Class definition, must be the standard Homologated AKA43 induction noise silencer assembly.
    - 1) The AKA43 induction noise silencer assembly must comprise all and only the following Homologated components.
      - a. Airbox
        - Identified with 'AKA43' moulded in the top and 'AKA-KIAA' moulded into the flat side face.
      - b. Black Rubber adaptor
        - For the purpose of sealing the airbox to the Carburettor's induction noise silencer adaptor and comprising the integral filter.
      - c. AKA43 marked blue or yellow internal Filter.
        - Must be moulded directly to the rubber adaptor
        - Must have no holes, tears or cuts.
        - The yellow filter must be used for Dirt Track or Speedway -oiling of the filter is permitted.
      - d. A total of two (2) inlet tubes.
        - As Homologated
        - No more than 23.0mm internal diameter
        - No less than 95.0mm in length.
        - Arranged with their centrelines parallel, one behind the other.
    - 2) All engine air must pass through the AKA43 inlet tubes and internal filter.
    - 3) It is permitted to:
      - a. Fit an external filter.
      - b. Fit external air restrictors.
      - c. Fit any external item which prevents water from entering the inlet tubes.
      - d. Secure the inlet tubes to the airbox with adhesive.
      - e. Drill extra holes in the airbox's side flange for mounting purposes.
    - 4) Internal or external adjustable induction systems are permitted.
  - (iii) Where specifically allowed by an individual Class definition the following Induction Noise Silencers are permitted.
    - 1) Righetti Rodlfi K560/22
      - a. An internal filter may be used, if so it must be the AKA43 item.
    - 2) Square style socorem of at least 94.5mm in length must be used with the X30 engine.
      - a. An internal filter may be used, if so it must be the genuine IAME filter.
    - 3) JICA, ICA, FA and ICC must use CIK-FIA homologated items.

## n) Exhaust System

- (i) Must be fitted at all times.
- (ii) Must be arranged to carry all exhaust gases away from and to the rear of the driver.
- (iii) Must not have any item, including the mountings, or be arranged in such a manner, that it may be a hazard.
- (iv) All engine exhaust gases must pass through the exhaust header pipe, the muffler and the Silencer, if required under the individual Class definition, exiting the system at the tail pipe open end.
- (v) Must be non-adjustable during competition.
- (vi) May have a single fitting for the mounting of an exhaust temperature probe.
- (vii) Exhaust Header Pipe
  - 1) Must be fitted at all times.
  - 2) Unless specifically allowed by an individual Class definition, must be the item homologated with the engine.
  - 3) Where specific freedom is allowed by an individual Class definition, must conform to the following criteria.
    - a. Must conform to the original type and shape of the original header pipe designated for that engine.
    - b. Must have parallel internal diameter.
    - c. Must conform to the specifications as given in Appendix 1, Fig 5.
      - The length must be at least 120mm
      - Must have an inside diameter greater than 34.0mm but less than 36.0mm
      - May include stiffening of the flanges at each end.
        - 1. This stiffening may be no further than 20.0mm from each end of the pipe.
        - 2. Any stiffening must not prevent the fitment of exhaust seals.
- (viii) Muffler
  - 1) Must be fitted at all times.
  - 2) Must ensure the Kart meets the allowable noise levels at all times.
  - 3) Must be securely fastened with two sets of springs;
    - a. One set which clamp the muffler to a mounting cradle on the frame.
    - b. The second set which clamp the muffler to the exhaust header pipe.
    - c. Heat proof wrapping may be used between the exhaust components and the mounting cradle and springs.
  - 4) Must have a safety device which prevents the exhaust system from becoming detached from the Kart.
    - a. This safety device must comprise a multi-strand wire
    - b. One end of this wire must be tethered securely to the frame.
    - c. The other end must be secured through a fixing lug on the muffler.
      - The fixing lug may take the form of a hose clamp.
  - 5) Reed and Rotary valve engines may use any CIK-FIA homologated muffler.
  - 6) Control Mufflers
    - a. There are two (2) KA Control Mufflers
      - AKA14
      - AKA39
    - b. The use of these Control Mufflers is determined by individual Class definitions.
    - c. Must be manufactured by Powermac.

- d. Must conform dimensionally to Appendix 1, Fig 6 and Table 1.
  - All non-specified dimensions form part of the technical specifications.
  - Any modification, or attempted modification, of any dimension is not permitted.
- e. Any accidental damage to the control muffler, which does not affect the passing of exhaust gases through the control muffler, will not be considered a breach of these Rules.
- f. A fixing lug for the purposes of the required multi-strand wired safety device, may be welded to the external surface of a control muffler body and end cap.
- g. The flex end tube may be replaced or repaired.
  - Any replacement or repair must respect all the dimensions in Rule d. above.
- h. End-Caps Identification
  - The following systems are permitted to be used in a Competition:
    1. A complete KA Control muffler assembly is identified by an alphanumerical stamp on the main body at the inlet end, and on the end-cap. (eg S00123456)
    2. A KA control muffler end-cap replacement is identified by an alphanumerical stamp beginning with R on the end-cap. (eg R123456)
    3. A pre-alphanumerical AKA14 control muffler assembly is identified by the AKA14 stamp on the main body of the muffler and the end-cap.
  - The following systems are not permitted to be used in a Competition:
    1. An AKA39 'R' end-cap fitted to an AKA14 'J' body is not permitted.
    2. An AKA14 'R' end-cap fitted to an AKA39 'S' body is not permitted.
- (ix) Exhaust Connecting Tube
  - 1) Exhaust spacers are permitted and must conform to the specifications outlined in this Rule (ix)
  - 2) For Classes mandating the use of a Control Muffler, the Exhaust Header Pipe and Control Muffler must be joined by an Exhaust Connecting Tube.
  - 3) This Connection:
    - a. May be either a rigid Pipe or Flexible Tube.
    - b. Must have a parallel bore through which the exhaust gases pass.
    - c. Must have a constant wall thickness.
    - d. Must have square, flat and functionally sealing end faces perpendicular to the centreline of the tube at each end.
    - e. Must have an ID of at least 36.0mm.
    - f. Must have an OD of no more than 46.5mm.
- (x) Exhaust Restrictor
  - 1) Where specified under an individual Class definition must be fitted at all times.
  - 2) Must be fitted between the cylinder and Exhaust Header Pipe.
  - 3) Must be no more than 2.1mm thick or be a Homologated component for the engine.
  - 4) All exhaust gases must pass through the internal hole of the restrictor plate.
    - a. The diameter of the internal hole is defined in the individual Class definitions.
    - b. All exhaust gases must exit the exhaust system at the tail pipe.
  - 5) Must have one (1) gasket on each side of the Restrictor Plate
    - a. The gaskets must be as per the original Manufacturer's specifications.
    - b. The gaskets must be correctly located on each exhaust header studs.
  - 6) Nuts complying with Chapter 6 Rule 5.f must be fitted to the engine exhaust studs.
  - 7) Each engine must have its own Exhaust Restrictor and Header Pipe.
    - a. Changing or swapping Exhaust Restrictors and/or Header Pipes is not permitted.
  - 8) Where the AKA14 Control Muffler is used in Cadet 9, Cadet 12 and KA 12 Classes, the exhaust length, from the exhaust mounting flange/aluminium face of the cylinder to the centre of the weld at the end of the divergence cone is 445mm.

## 10 Non-Technical items

- a) Items with no specific technical restrictions are termed Non-Technical and are as follows:
- (i) Seals
  - (ii) Big end roller/cage
  - (iii) Little end spacers
  - (iv) Piston Rings
  - (v) Washers
  - (vi) Cages
  - (vii) Fasteners
  - (viii) Fulcrum spring (carburettor meter levering spring)
  - (ix) Spark plug lead and cap
  - (x) Gudgeon pins
  - (xi) Main bearings
  - (xii) Coolant sealing "O" rings
- b) Unless specified, **in the Rules and/or in the Homologation** non-technical items are to be of the same specification as the original.
- c) Alteration from the original manufacturer's specifications to enable the fitment of a non-technical item is not permitted.

### **Homologation Procedures**

- 1 The use of all equipment and components, as listed in KA's Homologation Policy and Procedures documentation, in any KA authorised activity requires official KA Homologation.
  - a) The Homologation Policy and Procedures, including all supporting documents, instructions, and requirements are available from:
    - (i) KA National Office; or
    - (ii) [www.karting.net.au](http://www.karting.net.au)
  - b) KA Homologation
    - (i) All application fees and conditions are determined by KA.
    - (ii) Successful Homologation does not imply nor guarantee incorporation into the Rules allowing use in KA sanctioned activities.
    - (iii) Application for incorporation into the Rules to allow use in KA sanctioned activities can only be made after successful Homologation.
    - (iv) Successful Homologation will only occur if KA determine the use of the equipment and/or component is in the best interests of Karting and aligned with KA's strategic direction.

### Fuel

#### 1. Definitions

- a) Commercial Fuel
  - (i) A petrol or ethanol blended fuel produced by an oil company and available for commercial sale in all States and mainland Territories of Australia.
  - (ii) With the exception of ethanol blended fuels, all Commercial Fuel shall comply with the Fuel Standards Determinations made under Section 21 of the Fuel Quality Standards Act (2000).
  - (iii) Fuel which is the subject of Approvals made under Section 13 of the Fuel Quality Standards Act (2000) shall not be regarded as Commercial Fuel.
- b) Pump Fuel
  - (i) A Commercial Fuel, with a maximum ethanol content of 10%.
  - (ii) Pump Fuel shall be available for sale on demand from a roadside retail bowser outlet at each of at least five separate service stations in each of at least three Australian States or mainland Territories.
  - (iii) A mixture of Pump Fuels with the same hydrocarbon profile is permitted. (eg, brands of unleaded petrol (ULP) may be mixed; 10% ethanol fuels and ULP may not be mixed).
- c) Premium Unleaded Petrol (PULP)
  - (i) Is defined as an Unleaded Pump Fuel with a Research Octane Number greater than or equal to 95.
- d) E10 PULP
  - (i) Is defined as an ethanol blended Pump Fuel containing a minimum of 90% PULP and a maximum of 10% of ethanol.
- e) Unleaded Racing Fuel
  - (i) Is defined as unleaded petrol produced by an oil company in compliance with the specifications detailed in FIA article 252.9.1 of Appendix J to the current FIA Year Book; or
  - (ii) Is formulated for CIK-FIA performance engines and may be approved for use in specific Competition by KA.
  - (iii) The Commercial supply of such fuel from a drum is permissible.

#### 2. KA Permitted Fuels

- a) The only Fuels permitted for use are:
  - (i) Pump Fuel conforming to the following:
    - 1) PULP
    - 2) E10 PULP
  - (ii) Unleaded Racing Fuel conforming to the following:
    - 1) Elf LMS
  - (iii) Fuel that has been approved by KA and as stipulated in Supplementary Regulations for a Meeting.

#### 3. Control Fuel

- a) Control fuel is defined as a Fuel which is made available or stipulated by KA, a Promoter or Club for a particular Meeting to ensure fuel performance parity.
- b) Must be a KA Permitted Fuel.
- c) May apply to all Karts or to individual Classes at the meeting.
- d) Must be fully detailed on approved Supplementary Regulations for the Meeting.

- e) The Supplementary Regulations must include:
  - (i) Fuel Brand – eg Shell
  - (ii) Fuel Type – eg E10 PULP
  - (iii) Supplier
  - (iv) Applicable Classes
  - (v) Supply Location
  - (vi) Date and Time from which the Fuel must be purchased
  - (vii) Time in the Meeting from which the Fuel must be used

#### **4. Oxidants**

- a) Only air may be mixed with the fuel as an oxidant.
- b) The use of Nitrous Oxide is not permitted.
- c) The use of a substance which is capable of exothermic reaction in the absence of external oxygen is not permitted.

#### **5. Additives and Engine Lubricants**

- a) Only commercially available Motor Oil **that has been approved by KA and** that does not contain a performance enhancing additive may be added to the Fuel.
- b) **The list of approved Motor Oils is available at [www.karting.net.au](http://www.karting.net.au)**
- c) A Competitor must be able to advise the relevant officials the following:
  - (i) Oil Brand
  - (ii) Oil Type
  - (iii) Fuel to Oil ratio

#### **6. Fuel Offences**

- a) A Driver or Competitor whose Kart contains Fuel which does not comply with the prescriptions herein will be penalised in accordance with the Rules.

#### **7. Health Warning**

- a) All participants in Karting are reminded that fuels, oil, lubricants and coolants are highly specialised substances. Apart from the ever-present risk of fire, participants must be aware that these agents may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed into contact with human skin. Some of the components of these fuels, oils and lubricants are suspected of having the potential to cause cancer in rare instances. The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

### Tyres

#### 1. General

- a) Only Tyres approved by KA and distributed by KA's official suppliers are permitted.
  - (i) Each individual Class definition lists the Tyres approved for use when entered in that Class.
  - (ii) KA may use State Regulations and/or Supplementary Regulations to designate approved Tyres.
  - (iii) When inflated to the manufacturers recommended minimum pressure and with the temperature of the Tyre between 20 and 30deg, the outside circumference measured at the centre of the tyre, must be between 691mm and 974mm.
    - 1. These circumferences relate to diameters of between 220mm and 310mm.
- b) The intentional removal, either completely or partially, of any official/manufacturers marking or label is not permitted.
  - (i) It is the Driver's responsibility to ensure that at least one barcode per Tyre remains scannable at all times throughout the meeting.
    - 1. Any damaged or unreadable Tyre barcodes must be reported to the scrutineers prior to leaving the in-grid/impound area.
    - 2. These tyres must then be stamped internally, and externally marked with the race number and Class they are allocated to.
  - (ii) This must be recorded by the scrutineers prior to leaving the in-grid/impound area.
- c) Any modifications or alterations to Tyres, other than that which occurs through normal use, are not permitted.
  - (i) For clarity, the use of any method, including but not limited to the use of a heat gun or oven, or agent, including but not limited to the use of chemicals or processes, to alter the hardness, construction, compound or composition is not permitted.
  - (ii) It is highly recommended solvent based lubricants for the purposes of installing Tyres onto wheels are not used.
- d) The only medium to be used to pressurise Tyres fitted to a wheel is air.
- e) The use of any form of automatic pressure control device, including bleed off valves, is not permitted.
- f) Apart from normal use of the Tyre according to the Rules, the use of any device, system or item, at any time during a Meeting, to artificially control, or vary from ambient, the temperature of a Tyre is not permitted.
  - (i) Use of a Heat Gun to remove build-up on Tyre treads is not permitted.
- g) Dry and Wet Weather Tyres must not be used on a Kart at the same time.
  - (i) This Rule does not apply to Speedway Classes.
- h) One (1) set of tyres is defined as a unique group of four Tyres, consisting two (2) front and two (2) rear Tyres which conform to the specific Class Rules in which the Kart Competes.
- i) Any Tyres damaged or worn out by way of "Force Majeure", or by way of a manufacturing defect, must be reported to and be inspected by the Chief Scrutineer and/or Tyre representative, prior to the Kart leaving the in-grid/impound area.

#### 2. Tyre Types allowed

- a) Dry Tyres must be used at all times, unless the Track is declared "Wet" by the Clerk of the Course and Chief Steward of the Meeting
- b) When the track is declared "Wet", Wet Weather Tyres may be used.



### 3. Allocation and Usage

- a) Unless otherwise stipulated in the specific Class Rules, from the commencement of the first qualifying session for a Class, at a Meeting, a Competitor is permitted to use only one (1) set of Dry Tyres and only one (1) set of Wet **Weather** Tyres per Class.
- b) At a State Championship Meeting where Tyre pooling is not used, prior to the Meeting Competitors must have their nominated set of Tyres marked and recorded.
  - (i) The numbers of spare Tyres permitted is defined by each individual Class definition.

### 4. Replacement Tyres

- a) Any replacement Tyre, required for any reason other than a manufacturing defect, will be at the Competitors cost.
- b) Any replacement Tyre must be at the approval of the Chief Scrutineer.
- c) Any Tyres damaged or worn out by way of "Force Majeure", or deemed by the Chief Scrutineer and/or Tyre representative to have a manufacturing defect, may be replaced.
  - (i) Replacements cannot be reversed.
  - (ii) Driver's receiving a new replacement Tyre must start at the rear of the grid in their next Competition in the Class.
  - (iii) Drivers are only permitted to retain their allocated starting position in the next session when:
    - 1. At a Meeting where Tyre Pooling is not used, their replacement Tyre is a used Tyre as approved by the Chief Scrutineer, or
    - 2. When Tyre Pooling is in force, and they receive a new Tyre, replacing a Tyre which has a manufacturing defect

### 5. Tyre Pooling

- a) Supplementary Regulations for a Meeting must stipulate whether Tyre Pooling is to be used.
- b) National Championship Meetings must use Tyre Pooling.
- c) The use of Tyre Pooling at all State Championship meetings is **permitted** highly recommended.
- d) All Tyres must be Dry Tyres only and in accordance with these Rules.
- e) Each individual Class must be allocated with Tyres from the same manufacturing batch.
- f) Allocation and Usage
  - (i) **Unless otherwise approved by KA or stipulated in National Championship Sporting Regulations**, for the Meeting, each Competitor will be issued with one (1) set of Tyres for each Class they are entered in.
  - (ii) Use of Tyres in a Class they are not allocated to is not permitted.
  - (iii) Any new allocated Tyre which, when compared to the same type of new Tyre in the allocated set, inflated to the same pressure, varies in circumference by more than 10mm may be exchanged for a new Tyre of the same type.
    - 1. This process must take place in consultation with the Tyre supplier and Chief Scrutineer.
  - (iv) Prior to the meeting, all Tyres in the pool will be either:
    - 1. Scanned with the KA Barcode Scanning system; **or**
    - 2. Marked with the race number and Class they are allocated to.
    - 3. Or both.
- g) Administration
  - (i) A Competitor's entry fee for all restricted Tyre Classes will include the cost of one (1) set of Tyres per Class they are entering.
  - (ii) Only prior to the official close of entries, is a full refund of the entry fee, including the cost of the Tyres, available.
  - (iii) After the official close of entries, all Tyres will be made available for the Competitor to collect.
  - (iv) In case of any Tyre replacements due to "Force Majeure", the Meeting Organiser will order an additional five (5)% of the total quantity of each type of Tyre.
  - (v) ~~The Organising Club, via their State Association, will obtain and comply with a copy of the conditions governing transactions between Organising Clubs and Tyre Suppliers.~~

**Noise Control****1 General**

- a) KA recognises noise is a part of Karting. KA are also aware it is everyone involved in Karting's responsibility to behave in a manner which is socially acceptable, and the control of noise is an important part of our social responsibility. As such KA take noise control very seriously and set stringent noise levels for all to abide by.
- b) Competitors and those involved with Kart preparation must maintain all fittings and fastenings associated with the control of noise on their Kart and to maintain a vigilant and preventative stance to noise control.

**2 Permitted Noise Level**

- a) At all events, Tracks and venues licensed or approved by KA, the noise level
  - (i) Must not, at any time, exceed 100dBA.
  - (ii) Supplementary Regulations for a Meeting may stipulate a lower maximum permitted Noise Level for all or any part of the Meeting.

**3 Noise Testing and Recording**

- a) The Sound Level Meter tested and approved for the stipulated noise level tests is:
  - (i) Make PCWI, Model 8921 and is available complete with microphone and cables through KA.
  - (ii) Any alternate or secondary unit must conform to the Minimum requirements of Australian Standards AS1259 part 1982 for Type 2 Meters.
- b) Sound Level Measurements are to be made in accordance with the procedures in
  - (i) Australian Standard AS2659.1 – 1988 "Guide to the Use of Sound Measuring Equipment Part 1 Portable Sound Level Meters" using 'F' time weighting characteristic, normal incidence microphone and 'A' weighting.
- c) The test positions are to be set by the State Track Inspector and should be sited to;
  - (i) measure Karts when they are under Maximum acceleration and are operating at a Minimum of 75% of their rev range
  - (ii) ensure that the Maximum noise level emitted by a Kart is measured
  - (iii) ensure Minimum reflection from buildings / structures.
- d) The microphone is to be located:
  - (i) No further than 10 metres from the outside edge of the Track
  - (ii) Between 1.0 and 1.5 metres from the ground
  - (iii) Facing towards the Track.
  - (iv) The microphone must be free from 'solid objects' that are able to ricochet sound.
- e) It is highly recommended that all sound meters utilise remote microphones.

**4 Supplementary Testing and Recording**

- a) The Stewards of the Meeting or Clerk of the Course may direct a Competitor to submit their Kart to a noise test at any time during a Meeting.
  - (i) If such a test is to be done, the Kart should be impounded and tested before any work can be carried out to the Kart. Competitors must comply with any reasonable request from the Officials.

**5 Noise Officials**

- a) At all Meetings an Official must be nominated as Judge of Fact (Noise Level) and their name included in the Supplementary Regulations for the Meeting.

- b) The Stewards of the Meeting must ensure that the Organisers have the necessary noise measuring devices in place and that they are in operation throughout the entirety of the Meeting.
- c) Drivers or Competitors of Karts which record sound levels equal to or between 98 dBA and 100 dBA must be informed of their noise level and the session in which it occurred by the Officials as soon as possible.
- d) Drivers or Competitors of Karts which record sound levels greater than 100dBA must be referred to the Stewards of the Meeting as soon as possible.
  - (i) The referral must include the session in which the offence occurred and the level of the offence.

## 6 Noise Offences

- a) A Driver or Competitor whose Kart which emits noise in excess of the designated noise level at any time will be penalised in accordance with the Rules.
- b) They may be removed from the circuit and not permitted to resume practice or racing until the Officials are satisfied that work has been carried out to rectify the problem.

## 7 Noise Safety

- a) Officials:
  - (i) It is highly recommended every Official or helper who is located close to the Track be issued with hearing protection.
    - 1) This can be either earmuff style or disposable foam plugs style.
- b) Competitors:
  - (i) It is highly recommended that ear plugs are worn at all times when driving a Kart.
- c) Pit Area: (In / Out grids and Through grids).
  - (i) It is highly recommended that all personnel in the pit area use hearing protection.
- d) Paddock Area: (Where the Karts normally are between races).
  - (i) The starting of Kart engines in the Paddock area is only permitted for a Maximum of **ten (10) fifteen (15) seconds**.
  - (ii) **A Competitor wishing to start a Kart engine for longer than 10 seconds must do so in the designated engine starting area.**
  - (iii) **The starting of any Kart engine during the time scheduled for any Drivers Briefing is strictly prohibited.**
- e) Starting of Kart engines in the out grid is only permissible under the instruction of the grid/pit marshal.
- f) The Organising Club in conjunction with the State Track Safety Inspector will designate an **engine starting safe** area away from other Competitors for the starting of Kart engines **for longer than 10 seconds**.
  - (i) It is highly recommended all persons wear hearing protection in this area.
- g) Spectators
  - (i) It is highly recommended all Clubs and Tracks display signage in all areas accessible by the general public which indicates high noise levels may be experienced in that area and hearing protection is recommended.

## 8 Noise Emission

- a) To assist in reducing Noise Emissions;
  - (i) For all Classes using the Yamaha KT100S Series Engine, refer to Rule Yamaha KTS 1.05 in the Technical Specifications for the Yamaha KT100S engine, available at [www.karting.net.au](http://www.karting.net.au).
    - 1) Shrouds wrapping around air cooled engine cylinder and cylinder head fins are not permissible.
  - (ii) For all other Classes it is recommended that a system is employed to reduce the vibration of the engine's cooling fins.

### Scrutineering and Technical Conformity

#### 1 General

- a) To ensure compliance with all Rules, KA will carry out inspections for that purpose.
- b) KA reserves the right to:
  - (i) Carry out these inspections at any time and on any item.
  - (ii) Apply any Seal, Identification Tag, Barcode and/or Marking at any time on any item.
  - (iii) Add to the inspection procedures contained within the Rules at any time.
  - (iv) Alter the inspection procedures contained within the Rules at any time.
- c) By entering a KA sanctioned meeting the Competitor implicitly states:
  - (i) They accept the governance of KA in regard to all Rules.
  - (ii) They will comply with all Rules at all times throughout the Meeting.
  - (iii) Their Kart and Apparel conforms to all applicable Rules.
  - (iv) They make any item, and/or themselves available for inspection at any time.
  - (v) They will comply with all Official instructions within the time allocated for compliance.
  - (vi) The responsibility for safety with all items is theirs.
  - (vii) They will not use compliance with a prior inspection as defence in relation to non-compliance in a current inspection.
  - (viii) They will not:
    - 1) tamper with,
    - 2) and will maintain,
    - 3) the integrity of all Seals, Identification Tag, Barcode and/or Marking at all times.
    - 4) Prior to leaving the in-grid / scales area after each session they will check all Seals, Identification Tag, Barcode and/or Marking's for loss, damage or illegibility.
      - 1. Any such loss, damage or illegibility must be reported to the Chief Scrutineer immediately.
- d) In the event of a Competitors Exclusion from a Meeting or part thereof due to non-compliance on the grounds of safety, they are not permitted to protest or appeal the decision.
- e) Inspections take the following forms:
  - (i) Scrutineering (Safety Compliance and Administrative Checks)
    - 1) Are to ensure a Kart and Driver compete on track in a condition that provides for their and other competitors safety under all competition situations.
    - 2) Are to provide officials with administrative information in regard to all aspects of a Competitors entry in a Class.
  - (ii) Technical Conformity Tests
    - 1) Are to ensure all aspects of the Kart and Drivers performance is within the Rules of KA as they specifically relate to the particular Class entered.

#### 2 Scrutineering

- a) May be carried out by either of the following authorised persons:
  - (i) A Technical Officer appointed by the Chief Scrutineer; or
  - (ii) The Competitor
- b) Prior to a Competition, their complete Kart, or a replacement component, being allowed to take part in the relevant Class Competition:
  - (i) Scrutineering must be conducted by an authorised person.

- (ii) The Competitor must submit to the designated Meeting Official the correct Scrutineering Form relevant to the Class being entered, fully completed with the signature of the authorised person who carried out the Scrutineering.
  - 1) This signifies, independent of the type of authorised person, the Competitor has checked all items, and their Kart and Apparel complies with all Rules relevant to the Class entered.
- (iii) A Kart and/or component must have affixed to it the correct Scrutineering Sticker and/or Seal, Identification Tag, Barcode and/or Marking supplied by the designated Meeting Official after compliance with Rule (ii) above.
- c) Any Kart damaged during a Meeting must be presented to the Chief Scrutineer at the designated Scrutineering Bay.
  - (i) It will only be released to the Competitor upon the direction of the Chief Scrutineer.

### **3 Technical Conformity Testing**

- a) May be carried out on any item.
  - (i) May require the removal of the item from the Kart.
  - (ii) Should removal be required it is the Competitor's responsibility to remove and refit the item and to present it in a clean and tidy condition.
- b) Must be conducted by the Chief Scrutineer or their designated representative, or by an authority approved by KA.
- c) A Competitor or their designated representative may be present at the time of the Technical Conformity Test.
- d) When nominated for Technical Conformity Testing an item is therein deemed to be in Parc Fermé conditions.
  - (i) It will remain in Parc Fermé conditions until released by the Chief Scrutineer.
  - (ii) It must be sealed and identification tagged by the Chief Scrutineer or their designated representative.
    - 1) The Competitor will be provided with a receipt.
  - (iii) Parc Fermé conditions expire after 21 days, unless:
    - 1) KA specifically direct it to continue.
    - 2) A protest or appeal is made in respect of the item.
  - (iv) Technical Conformity Testing must occur during the Parc Fermé conditions.
  - (v) The Chief Scrutineer has control of the item whilst it is in Parc Fermé conditions.
    - 1) Depending on the specifics of the situation, the Competitor may still use the item whilst it is in Parc Fermé conditions.
  - (vi) If the item has been removed from the possession of the Competitor during application of the Parc Fermé conditions it must be returned to the Competitor no later than the Parc Fermé conditions expiry time.

### **4 Minor Ineligibility**

- a) The Chief Scrutineer, having noted an item of minor non-compliance, must advise the Competitor regarding rectification of the non-compliance.
- b) Having so advised the Competitor, before the Competitor is permitted on to the Track, the Chief Scrutineer must provide the Stewards of the Meeting a note in the following form:
  - (i) "In my view, the minor non-compliance noted herein and advised to this Competitor does not improve the performance to such an extent that the Competitor should be excluded from this Meeting, and thus they may compete in this condition for this Meeting only."
- c) Upon receipt of the note referred to above, the Chief Steward of the Meeting may then permit the Competitor to participate in the Meeting.

- d) If the Chief Steward of the Meeting has specifically approved the participation of a Competitor, then no Protest or Appeal on that ground by any other person will be accepted in respect of that Meeting.
- e) Where a question of eligibility is raised during or after Competition and that matter would have been treated as a "minor ineligibility" if raised at scrutiny the Chief Steward of the Meeting may treat the matter post Event in the manner as determined above.

## 5 **Seals**

- a) Only seals supplied by KA are permitted to be used. Other seals may be fitted but will have no regulatory value.
- b) Once supplied and instructed to be fitted, must be remain in place at all times.
- c) Must only be removed by the Chief Scrutineer or their designated representative.
- d) Tails on plastic seals must be left at full length.
- e) All engines must have provision for sealing.
- f) Sealing must be done in accordance with these Rules.
- g) Specific Details for Engine Seals
  - (i) Unless specifically stated in individual Class definitions, all engines must be fitted with solid sealing nuts appropriate for the respective engine type.
  - (ii) A Solid Sealing Nut has a cross drilled hole of at least 3mm diameter in one end that allows the fitting of an engine Seal/Tag.
  - (iii) Once fitted with the Seal/Tag it must not be able to turn.
  - (iv) Only one (1) nut must be used per stud.
  - (v) Engine Seals/Tags are typically fitted to the following nuts:
    - 1) Extended Cylinder Head
    - 2) Cylinder
    - 3) Or Exhaust Nut
  - (vi) Engines with Integral cylinder and cylinder head studs
    - 1) Two (2) sealing nuts must be used.
    - 2) They are to be fitted on adjacent studs
    - 3) The 3mm cross hole in each nut must be above the cylinder head cooling fins.
    - 4) The cylinder head cooling fins must not be drilled.
  - (vii) Engines with Cylinder head studs independent of Cylinder Studs
    - 1) Two (2) sealing nuts must be fitted.
    - 2) They are to be fitted on adjacent studs
    - 3) The 3mm cross hole in each nut must be above the cylinder cooling fins.
    - 4) One (1) internal hex cylindrical nut must be fitted on a cylinder to crankcase drive side stud.
      - a. It is not to have a cross drilled hole.
  - (viii) Water Cooled Engines
    - 1) Two (2) sealing nuts must be fitted.
    - 2) They are to be fitted on adjacent cylinder head studs.
    - 3) The exception to this are all Rotax engines.

## 6 **Technical Conformity Tests**

- a) General
  - (i) Unless specifically stated, or requested by the National or State Technical Officer, Technical Conformity processes are to test and check for compliance, not to record absolute measurements.
  - (ii) Where the use of a gauge is required, the approved item must be used.
    - 1) Approved gauges are available from the State Technical Officer.

## b) Tolerances

- (i) Where the Rules refer to a Maximum or Minimum measurement, that measurement is absolute with no tolerance applicable.
- (ii) Unless otherwise specified the tolerances given in Appendix 1, Table 2 apply to all measurements.

**7 Cylinder Head Volume Measurement**

## a) Purpose

- (i) To ensure the Cylinder Head Volume is within the specifications allowed in relation to the Class entered.

## b) Test Equipment

## (i) Test Fluid

- 1) A solution of 50% diesel and 50% auto transmission fluid

## (ii) Burette

- 1) Glass
- 2) Grade A or B
- 3) Capacity of 25cc – Highly recommended
  - a. Capacity must be no greater than 50cc
- 4) Calibration markings of at least 0.1cc
- 5) Gravity feed

## (iii) CC Test Gauges – See Appendix 1, Fig 7 and Table 3.

## 1) Type 1

- a. Hexagon  $\frac{3}{4}$  (19.05 mm) or 13/16 inch (20.64 mm) AF
- b. Applies to all 20mm plug length engines, including:
  - 1. KT100J
  - 2. KT100S
  - 3. ARC
  - 4. X30
  - 5. Fireball
  - 6. IAME KA 100

## 2) Type 2

- a. Hexagon  $\frac{3}{4}$  (19.05 mm) or 13/16 inch (20.64 mm) AF
- b. Applies to all 20mm plug length engines, including
  - 1. KT100J
  - 2. KT100S
  - 3. ARC
  - 4. X30
  - 5. Fireball
  - 6. Rotax Max and J Max
    - Type 2 gauge is specifically designed for Rotax Max and J Max by incorporating a relief to clear the water jacket cover.
- c. It is permitted to modify Type 1 gauges to incorporate the relief feature of the Type 2 gauge.

## 3) Type 4

- a. Hexagon  $\frac{3}{4}$  inch (19.05 mm) AF preferably
- b. Applies to the Comer SW80 engine with a  $\frac{1}{2}$  inch (12.7mm) reach spark plug.

## 4) For an engine which has a Homologated CC Test Gauge, such CC Test Gauge must be used.

## (iv) All CC Test Gauges must conform to the tolerances given in Appendix 1, Table 3.

## (v) Competitors must ensure all engines used during a Meeting have a spark plug thread in a condition that allows the easy fitment of a CC Test Gauge.

- c) Test Location
  - (i) At any location deemed appropriate by the Chief Scrutineer:
- d) Test Procedure
  - (i) No Engine Seals are to be removed prior to a CC Test.
  - (ii) Allow the engine to cool to ambient temperature
  - (iii) Remove spark plug and insert KA CC Test Gauge.
  - (iv) Place piston at approximately TDC.
  - (v) The CC Test Gauge is then withdrawn two turns.
  - (vi) Insert the required volume of measuring fluid
    - 1) Make sure the fluid is visible in the CC test Gauge.
  - (vii) Tighten CC Test Gauge down until it stops.
  - (viii) Slowly wind motor over and check for fluid level in CC Test Gauge.
  - (ix) No fluid should be expelled through the top of CC Test Plug.
  - (x) In the event of a Test failure the Competitor may request a second test.
  - (xi) Before commencing the second test all Test Fluid must be removed.
    - 1) This must be performed by the Technical Inspector in the presence of the Competitor or their representative.
    - 2) To remove
      - a. Pour PULP into the cylinder
      - b. Rinse out by blowing compressed air from an air hose inserted into the spark plug hole while the engine is turned over.
      - c. Repeat

## **8 Measuring Engines Controlled by Exhaust Port Timing**

- a) Purpose
  - (i) To measure the minimum piston travel to ensure it is within the specifications allowed in relation to the Class entered.
- (ii) Test Equipment
  - 1) 5mm rod
    - a. Specific to this test
  - 2) 0.2mm feeler gauge cut down to a point.
  - 3) Dial Indicator
- (iii) Test Location
  - 1) At any location deemed appropriate by the Chief Scrutineer:
- (iv) Test Procedure
  - 1) No Engine Seals are to be removed prior to a CC Test.
  - 2) Allow the engine to cool to ambient temperature
  - 3) Insert either the 5mm rod, or where required the 0.2mm feeler gauge, into the uppermost point of the exhaust port at the intersection of the port opening and the piston.
    - a. This will give the opening point of the exhaust port.
  - 4) Measure the stroke from this point to TDC using the dial indicator inserted through the spark plug hole.
    - a. This measurement will give the Minimum piston travel that can be cross-referenced against the relevant Homologation document.

## **9 Port timing Check with AKA Piston Travel Rods**

- a) Purpose
  - (i) To check the exhaust transfer split, and in piston port engines the exhaust to inlet split, to ensure they are within the specifications allowed in relation to the Class entered.



b) Test Equipment

(i) PTG Rods

- 1) PP5 - Five (5) grooves
  - a. Piston port engines (KT100S, KT100J, ARC SPEC 100 and ARC A1)
- 2) RV4 - Four (4) grooves
  - a. Reed valve engines (Parilla Leopard and PRD Fireball)
- 3) The head of the rods are engraved with:
  - a. S for KT100S and ARC SPEC 100 engines
  - b. J for KT100J engines
  - c. L for Leopard
  - d. F for Fireball engines
  - e. A for ARC A1 (inc. M1 and R1) engines.

(ii) 5mm KA Transfer Port Checking Tool.

c) Test Location

- (i) At any location deemed appropriate by the Chief Scrutineer.

d) Test Procedure

- (i) No Engine Seals are to be removed prior to a Port timing Check with AKA Piston Travel Rods.

(ii) Step 1. Set Gauge

- 1) Screw the body unit of the Piston Travel Gauge into the spark plug hole and insert the rod for the type of engine being checked.
- 2) Turn the engine in its direction of rotation until the conrod reaches its highest point of the engine stroke TDC
  - a. Adjust the head of the gauge body to line up with the bottom mark of the rod.

(iii) Step 2. Check Stroke

- 1) Slowly turn the engine in its direction of rotation till the rod is at its lowest point BDC and the top mark on the rod should line up with the head.

(iv) Step 3. Check Exhaust Duration

- 1) Place the 5 mm pin in the top of the exhaust port and slowly turn the engine in the direction of rotation until the top of the piston touches the 5mm pin which is then "rolled" between the top of the piston and exhaust port to find the highest point of the exhaust port.
- 2) Using very light pressure to hold the pin in place
  - a. The third top mark on the PP5 or RV4 gauge rod should not be showing or is in line with the head of the gauge body.
- 3) If the line is above the head of the gauge body, the engine does not conform.
- 4) Early model KT100S engines have one side of the Exhaust Port slightly higher than the other.
  - a. When checking the exhaust on the Comer SW80, Fireball, Leopard, X30 and Cheetah, the exhaust checking groove (3rd groove down from top of rod) is narrow to define Maximum and Minimum exhaust duration.
  - b. Hence, when checking the exhaust with the Ø5mm pin in place, the top of the gauge body must lie within the width of this (3rd) groove.

(v) Step 4.

- 1) Maintain the 5mm pin in the exhaust port
- 2) Adjust the head of the gauge unit until it lines up with the bottom edge of the groove used for checking the exhaust
- 3) Then remove the pin from the exhaust port.

- 4) Check exhaust/transfer port split when using the PP5 or RV4 PTG Rod.
  - a. With the gauge body still set for the exhaust opening position, rotate the motor to allow the 5mm AKA transfer port checking tool to be inserted into one of the main transfer ports.
  - b. Bring the piston up to gently hold pressure on the tool at this point the second mark on the piston travel rod must not be visible above the head of the gauge
  - c. Repeat the process on the opposing transfer port.
- (vi) Step 5. Check Exhaust/Inlet Port Split
  - 1) Only applicable to KT100S, KT100J, ARC SPEC 100, ARC A1 and Comer SW80 engines.
  - 2) Turn the engine to TDC and insert the 5mm pin into the inlet port
  - 3) Turn engine slowly until piston comes in contact with 5mm pin which is to be rolled between the bottom of the inlet port and the piston skirt to find the lowest position of the piston
  - 4) The third line on the rod should be above the head of the gauge body or in line.
  - 5) If it is below the piston is too short and does not conform.
- (vii) Step 6.
  - 1) If the engine fails the field test it is to be sealed and sent to the State Technical Officer for second and final verification of compliance using an analogue or digital indicator in accordance with these Rules.
- (viii) Appendix 1, Table 4 provides a summary of piston travel measurements in millimetres.

## 10 Control Muffler Checks

- a) Purpose
  - (i) To ensure AKA14 and AKA39 Control Mufflers are as per the specification.
- b) Test Equipment
  - (i) AKA14 Test rod gauge
    - 1) Can be used to check the AKA39 Control Muffler
- c) Test Location
  - (i) At any location deemed appropriate by the Chief Scrutineer.
- d) Test Procedure
  - (i) Allow the muffler to cool to ambient temperature.
  - (ii) At all points of checking, the plane across the inlet pipe must fall within the cut outs on the rod for the respective measurement.
  - (iii) Step 1
    - 1) Insert rod into the inlet of the muffler
    - 2) Pass through the 19mm outlet tube until the rod contacts end cap of baffle.
    - 3) Nominal measurement – Dimension B:
      - a. AKA14 - 570mm
      - b. AKA39 - 470mm
  - (iv) Step 2
    - 1) Withdraw rod until lip locates on exhaust outlet tube (end of 19mm tube)
      - a. Nominal measurement - Dimension C: 512mm
  - (v) Step 3
    - 1) Withdraw rod until lip locates on main deflector plate
      - a. Nominal measurement - Dimension D: 422mm

## 11 Clutch Testing

- a) Purpose
  - (i) To ensure correct functionality of any clutch fitted to an engine on a Kart.
- b) Test Equipment
  - (i) Clutch Test Bar
    - 1) Strip of flat Steel
      - a. Height – 10mm
      - b. Width – 75mm
      - c. Length – 1300mm
  - (ii) Engine Tachometer
- c) Test Location
  - (i) At any of the following locations deemed appropriate by the Chief Scrutineer:
    - 1) Dummy grid
    - 2) In-grid
    - 3) On Track
- d) Test Procedure
  - (i) Clutch Test Bar
    - 1) With the Kart on level ground and with the Driver seated normally, the Clutch Test Bar must be placed on the ground immediately in front of, and touching, both front wheels.
    - 2) The Engine Tachometer must be connected to the spark plug cable of the engine of the Kart being tested.
    - 3) The Driver must obey all instructions given by the Technical Officer conducting the test.
    - 4) The Driver must keep the engine running.
    - 5) The Brake Pedal must remain 'off'.
    - 6) When instructed to do so the Driver must apply smooth and light gradual pressure on the Throttle pedal.
    - 7) The Technical Officer will record the Engine Speed at the moment the front wheels move up and over the Clutch Test Bar and the rear wheels travel one revolution.
    - 8) If the recorded Engine Speed is greater than 4800rpm the test will be repeated.
    - 9) If on the second test the recorded Engine Speed is greater than 4800rpm the Clutch will be deemed non-compliant and the Competitor referred to the Stewards.
  - (ii) Clutch Test without Bar
    - 1) With the Kart on level ground and with the Driver seated normally.
    - 2) The Engine Tachometer must be connected to the spark plug cable of the engine of the Kart being tested.
    - 3) The Driver must obey all instructions given by the Technical Officer conducting the test.
    - 4) The Driver must keep the engine running.
    - 5) The Brake Pedal must remain 'off'.
    - 6) When instructed to do so the Driver must apply smooth and light gradual pressure on the Throttle pedal.
    - 7) The Technical Officer will record the Engine Speed at the moment the the rear wheels travel one revolution.
    - 8) If the recorded Engine Speed is greater than 4000rpm the test will be repeated.
    - 9) If on the second test the recorded Engine Speed is greater than 4000rpm the Clutch will be deemed non-compliant and the Competitor referred to the Stewards of the Meeting.

## 12 Fuel Testing

- a) Purpose
  - (i) To ensure all Fuel conforms to the requirements of a KA permitted fuel.
- b) Test Equipment
  - (i) Fuel Testing Kit
    - 1) Digatron
      - a. DT15
      - b. DT47 or
      - c. FT-60 Series
    - 2) Hydrometer
    - 3) Retraction pump
    - 4) Density meter
    - 5) Temperature Gauge (only if using a Digatron DT15)
  - (ii) Reference Sample
    - 1) A reference sample is defined as un-mixed (that is without any permitted oil added) fuel of the same type as the fuel being tested.
    - 2) In the case of:
      - a. PULP
        - Pump Fuel from any of the major fuel suppliers may be used as the reference sample.
      - b. E10 PULP
        - E10 PULP of the same brand as the test fuel must be used as the reference sample.
      - c. Elf LMS
        - Elf LMS must be used as the reference sample.
- c) Test Location
  - (i) At any location deemed appropriate by the Chief Scrutineer.
- d) Test Procedure
  - (i) The Competitor whose Fuel is being tested must obey all instructions given by the Technical Officer conducting the test.
  - (ii) The Competitor must inform the Technical Officer what type of Fuel is being used.
  - (iii) The Fuel being tested must be taken from the Kart's fuel tank as a sample.
  - (iv) **Digatron and Hydrometer Test**
    - 1) Using a sample of Reference Fuel the Technical Officer must:
      - a) set the Digatron Meter to read 0.000; and
      - b) record the Temperature of the reference fuel ; and
      - c) perform and record the details a specific gravity test of the reference fuel using the Hydrometer.
    - 2) Using the Test Fuel the Technical Officer must:
      - a) Use the Digatron Meter and record the reading
      - b) Record the temperature of the Test Fuel;
      - c) perform and record the details a specific gravity test using the Hydrometer
    - 3) If the Digatron Meter reads less than -5 or greater than +40 units on the Test Fuel, a second test will be conducted.
    - 4) The Second Test will use a sample of fuel removed from the Kart's fuel tank and the same process as detailed in Rule (v) above will be followed.
    - 5) The temperature of the Test Fuel during the second test must not exceed  $\pm 3^{\circ}$  of the Reference Sample.

- 6) If the reading of the Digatron Meter during the second test is less than -5 or greater than +40 units then the Fuel will be deemed non-compliant and the Competitor referred to the Stewards.

(v) **Density Meter Test**

- 1) To be used in accordance with the designated test procedure that is available at [www.karting.net.au](http://www.karting.net.au)

### 13 Tyre Testing

- a) Purpose
  - (i) To ensure all Tyres are used as supplied and without the use of illegal agents or solvents.
- b) Test Equipment
  - (i) Photo Ionisation Detector
    - 1) The detector must have a valid calibration certificate no more than 12 months old for isobutylene at 100ppm.
  - (ii) Tyre Durometer
- c) Test Location
  - (i) At any location deemed appropriate by the Chief Scrutineer.
- d) Test Procedures
  - (i) ~~A~~ The Competitor who's Tyre(s) are being tested must obey all instructions given by the Technical Officer conducting the test.
  - (ii) Photo Ionisation Detector **test**
    - 1) ~~The Detector will not generally be used on cold tyres.~~
    - 2) Using the Detectors probe, the Technical Officer will:
      - a. Sample the air within 5mm of any part of any external surface of the Tyre ; **and/or**
      - b. ~~And/or~~ Sample the air expelled from the Tyre via the Tyre valve.
    - 3) If the Detector returns a reading greater than:
      - a. For external air samples.
        - 3ppm; or,
        - 50% greater than the average readings from at least 50% of the other Competitors tyres in the same session.
      - b. For internal air samples
        - 250ppm.
    - 4) If the detector returns a greater reading the Tyre(s) barcode(s) will be recorded and the Tyre(s) placed into Parc Ferme conditions.
    - 5) **The Tyre(s) will be deemed non-compliant and the Competitor referred to the Stewards of the Meeting.**
  - (iii) Tyre Durometer **test**
    - 1) Using the Official Tyre Durometer, the Technical Officer will take 3 shore hardness measurements per Tyre on the external tread for all tyres on at least 50% of the Competitors in that Session.
      - a. If a single durometer reading is 50% **less** greater than the average readings from other Competitors Tyres in the same session:
    - 2) The Tyre(s) in question will have its barcode(s) recorded and the Tyre(s) placed into Parc Ferme conditions.
    - 3) **The Tyre(s) will be deemed non-compliant and the Competitor referred to the Stewards of the Meeting.**
  - (iv) ~~If a Competitor has a Tyre(s) recorded and placed in Parc Ferme conditions, they must present the Tyre(s), still fitted to the wheel(s), to the Chief Scrutineer at the end of the Meeting:~~
    - 1) ~~The Chief Scrutineer will take possession of the Tyre(s) and wheel(s) and present them to the State Technical Officer for final testing:~~
      - a. ~~The Competitor or their nominated representative has the right to be present for this final testing:~~
    - 2) ~~If it is determined a method, agent or process has been used to modify the Tyre(s) they will be deemed non-compliant and the Competitor referred to the Stewards.~~

### Apparel

#### 1. General requirements applicable to Drivers at all times whilst engaged in the act of operating a Kart.

- a) They must wear the following protective apparel:
  - (i) Helmet
  - (ii) Driving Suit
  - (iii) Gloves
  - (iv) Shoes
  - (v) Any item mandated in an individual Class definition.
- b) The use of the following items are highly recommended unless otherwise stipulated in an individual Class Rules:
  - (i) Neck Brace
  - (ii) Kidney Belt
  - (iii) Rib and/or Chest protectors
  - (iv) Ear Plugs
- c) Long hair must be securely retained.
  - (i) It must not be retained within the Helmet.
  - (ii) Retention within the following is permitted;
    - 1) Hair Net
    - 2) Hood
    - 3) Balaclava
    - 4) Driving Suit
- d) Cool suits are permitted.
  - (i) Must be fully sealed and self-contained wholly within the Driving Suit.
- e) The retention of any ballast, or item deemed by the Chief Scrutineer as ballast, within any protective apparel or to the Driver's body is not permitted.
- f) The use of any type of Glass in any apparel or item worn by the driver is not permitted.

#### 2. Helmets

- a) Must be fitted and worn according to the manufacturer's instructions.
- b) Must at all times be fit for purpose and safe for use in Competition.
  - (i) Competitors are cautioned against using a helmet which has been damaged or involved in an accident.
- c) Must be of the 'Full Face' type.
- d) Must bear a label indicating they comply with at least one of the following standards:
  - (i) AS/ NZS1698
  - (ii) BS6658 type A, BS6658 type A/FR
  - (iii) ECE-2204 and ECE-2205
  - (iv) Snell K98, SA20000, M20000, K2005, SA2005, M2005, CMR2007, CMS2007, K2010, SA2010, SAH2010, M2010
  - (v) SFI Specific 31.1A, 31.2A, 24.1
  - (vi) FIA 8860-2004, FIA 8860-2010
- e) Drivers competing in CIK-FIA International competitions must wear a CIK-FIA Homologated Helmet.
- f) The use of Helmets 10 years after their date of manufacture is not permitted.
- g) The use of chin cups is not permitted.

- h) Unless done in compliance with instructions approved and supplied by the manufacturer, modification of any Helmet from its manufactured specification is not permitted.
- i) It is advised that painting or use of solvents on helmets could be potentially dangerous. Any decorations or stickers may damage the protective capacity of the Helmet and if applied should follow the manufacturer's guidelines and restrictions.
- j) Visors
  - (i) Must be attached to the Helmet at all times.
  - (ii) Must be as supplied by the Helmet manufacturer.
  - (iii) Must protect the eyes and face at all times.
  - (iv) Must protect any prescription glasses or contact lenses if these are required by the Driver.
  - (v) Must be optically clear.
  - (vi) For all competition conducted after sunset must be either non-tinted or specifically a 'Night Visor'.
  - (vii) May be modified to accept a spinning rain deflector.
  - (viii) Goggles in place of a Visor are not permitted.
- k) In the special case of a Cadet or Junior Driver where the smallest helmet offering 'Full Face' protection is too big.
  - (i) A motor cross type helmet which offers chin protection may be used.
    - 1) In this case the wearing of goggles is compulsory.
    - 2) These goggles must meet one of the following standards:
      - a. AS1609-1981
      - b. BS 4110Z

### 3. **Driving Suit**

- a) Must be a one-piece protective item of clothing.
- b) Must have full length sleeves and trousers
- c) Must be adequately secured at the neck, wrists and ankles.
- d) Driving suits using leather, vinyl or abrasive resistant materials are highly recommended.
- e) Boiler suit type overalls with 'POP' type buttons are not permitted.
- f) Drivers must wear only one (1) Driving suit at any one (1) time.
- g) Drivers competing in CIK-FIA International competitions must wear a CIK-FIA homologated driving suit.
- h) When the Track has been declared 'Wet' by the Clerk of the Course and the Chief Steward of the Meeting, clothing for the purpose of providing wet weather protection may be worn over an approved Driving Suit.
  - (i) Any such clothing must be adequately secured at the neck, waist, wrists and ankles, if applicable, and must not have any protrusions.

### 4. **Gloves**

- a) Must be securely fastened at the wrist.
- b) Must provide full finger protection.
- c) Must be resistant to abrasion.

### 5. **Shoes**

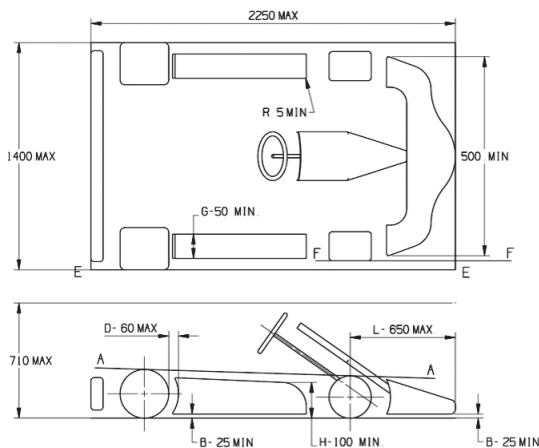
- a) Must be securely fastened.
- b) Must cover and provide protection to the ankles.
- c) Must be resistant to abrasion.

### 6. **Pit Crew Apparel**

- a) It is the Competitors responsibility to ensure any Pit Crew are suitably attired, including 'covered in' shoes.

**Figure 1**

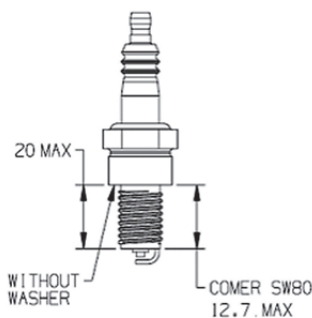
**Appendix 1**



- Critical Australian Kart Formula Dimensions
- Specific References:
  - o Australian Kart Formula, Chapter 1
    - Rule 8.d – Maximum Dimensions
    - Rule 8.g.ii.5 – Front Fairing
    - Rule 8.g.iii.7 – Side Pods
    - Rule 8.g.vi.3 and vii.6 – Rear Bumper Bars

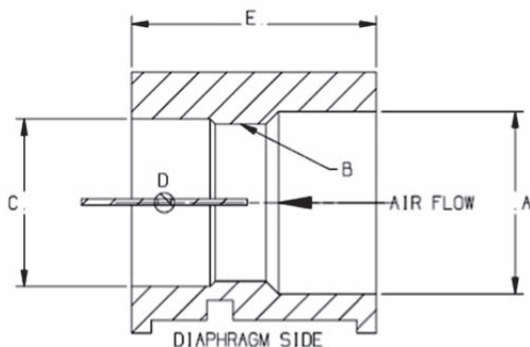


**Figure 2**



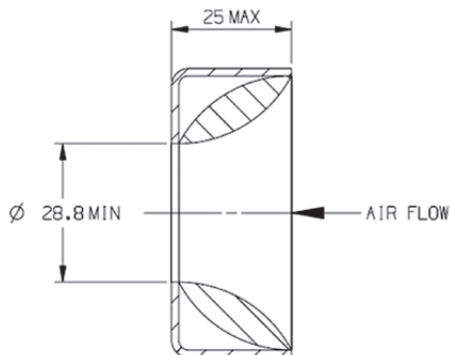
- Spark Plug Thread allowances
- Specific References
  - o Australian Kart Formula, Chapter 1
    - 9.j – Spark Plugs

**Figure 3**



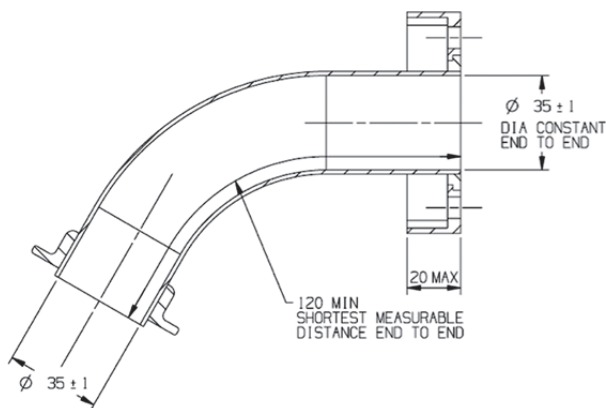
- Carburettor – Walbro WB dimensional allowances
- Specific References
  - o Australian Kart Formula, Chapter 1
    - 9.l.vii

**Figure 4**

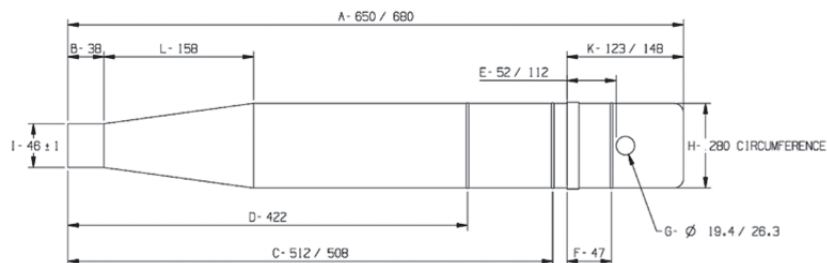


- Induction Noise Silencer Adaptor
- Specific References
  - Australian Kart Formula, Chapter 1
    - 9.l.viii.2

**Figure 5**



- Exhaust Header Pipe
- Specific References
  - Australian Kart Formula, Chapter 1
    - 9.n.vii.3.c

**Figure 6****TABLE 1**

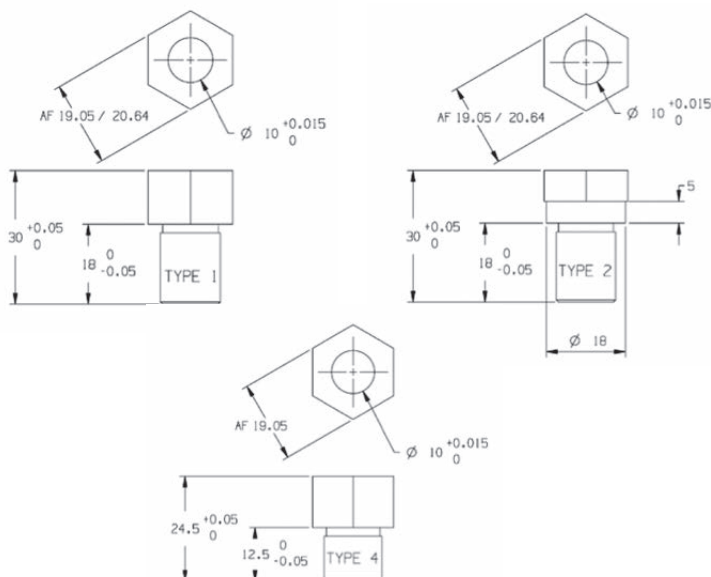
Reference	Description	AKA 14	AKA 39
A	Overall Length	650mm	680mm
B	Internal Tail Pipe Length	38mm	38mm
C	Tail Pipe to Baffle Length	512mm	508mm
D	Tail Pipe to Deflector Length	422mm	422mm
E	Exhaust Outlet Hole Position	52mm	112mm
F	End Cap to Baffle	47mm	47mm
G	Maximum Diameter Outlet Hole	19.4mm Max	26.3mm Max
H	Circumference	280mm	280mm
I	'Internal Diameter' Tail Pipe Inlet	46mm ± 1mm	46mm ± 1mm
J (not shown)	Maximum Diameter of internal Baffle Plate Hole	4.5mm Max	
K	End Cap Length	123mm	148mm
L	Inlet Pipe to first weld (Cone Length)	158mm	158mm

- Control Muffler Dimensions
- Specific References
  - o Australian Kart Formula, Chapter 1
    - 9.n.viii.6.d

**TABLE 2**

Dimension	<25mm	25mm – 60mm	> 60mm
Machined Parts	± 0.05mm	± 0.15mm	± 1.5mm
Non Machined / raw or welded parts	± 1.0mm	± 1.5mm	± 3.0mm

- General Tolerances
- Specific References
  - o Australian Kart Formula, Chapter 6
    - 6.b.ii

**Figure 7**

- CC Test Gauges
- Specific References
  - o Australian Kart Formula, Chapter 6
    - 7.b.iii

**TABLE 3**

Feature	Tolerance (mm)
Overall Length	-0.00 to +0.05
Thread Length	-0.05 to +0.00
Bore	-0.00 to +0.015

- CC Test Gauge Tolerances
- Specific References
  - o Australian Kart Formula, Chapter 6
    - 7.b.iv

**TABLE 4**

Engine	Maximum Stroke	TDC to Exhaust Opening	Exhaust Open to Inlet Open	Exhaust Open to Transfer Open (using rod with 5 grooves)	Exhaust Open to Transfer Open (using rod with 4 grooves)
Comer SW80	38.10	31.20 Min / 32.20 Max	21.40 Min	3.70 Min	
KT100J	50.05	38.30 Min	26.80 Min	6.00 Min	
KT100S	46.13	30.80 Min	14.80 Min	9.50 Min	
ARC Spec 100	46.13	30.80 Min	14.80 Min	9.80 Min	
Leopard RL 125	54.00	38.40 Min			9.20 Min
PRD Fireball	54.00	38.30 Min / 38.80 Max			9.60 Min
X30 125	54.00	36.70 Min / 37.00 Max			10.30 Min
Cheetah CNC	54.00	37.75 Min / 38.70 Max			9.80 Min

- Piston Travel Measurements
- Specific References
  - Australian Kart Formula, Chapter 6
    - Rule 9.d.viii



# Class Rules

### Cadet 9

#### 1 **Class**

- a) Cadet 9

#### 2 **Age**

- a) ~~6—9 Years~~ From age 6 to end of Year of 9th birthday
- b) A Driver must be 7 Years old to Compete
- c) A Driver between the age of 6 and 7 years is permitted to practice at Club level only

#### 3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 **Licence Requirements**

- a) **State Championship, State, Zonal and Club Competition:** A Driver must hold a Cadet 9 licence
- b) **National Championship:** Driver must hold a Minimum C Grade Cadet 9 licence

#### 5 **Chassis Eligibility**

- a) A Kart must have a Minimum wheelbase of 880mm

#### 6 **Drivetrain**

- a) Engine
  - (i) Types of Engines
    - 1) Vortex Mini Rok (with 16mm restrictor) as Homologated - including all ancillary components
      - a. The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.
    - 2) Comer SW80 (State level events ~~2015 and~~ 2016 only. Zonal and Club level events - indefinitely)
    - 3) Yamaha KT100J (State level events ~~2015 and~~ 2016 only. Zonal and Club level events - indefinitely)
  - (ii) Technical specifications and Homologation Papers available at [www.karting.net.au](http://www.karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) Vortex Mini Rok
    - 1) In accordance with the Homologation – Del’Orto PHBG ø 18mm
  - (ii) Comer SW80
    - 1) In accordance with the Homologation
  - (iii) Yamaha KT100J
    - 1) Walbro WB Series in accordance with the Technical Rules
- c) Starter
  - (i) In accordance with the Homologation otherwise, no class specific conditions

- d) Clutch
  - (i) Vortex Mini Rok
    - 1) In accordance with the Homologation
  - (ii) Comer SW80
    - 1) Comer, Part# 580 3950 01
  - (iii) Yamaha KT100J
    - 1) Tomar TD22 (AKA#56)
    - 2) Strike SS SSL (AKA#38)
    - 3) Ital Red (Long Shaft) (AKA#55), Spec 3 Taperlock, Spec 4 Taperlock
    - 4) ZEDTEC ZD1 X
    - 5) AKA#52
- e) Induction Noise Silencer
  - 1) Vortex Mini Rok – In accordance with the Homologation
  - 2) Comer SW80 and Yamaha KT100J - AKA43 Homologated Assembly
- f) Exhaust
  - (i) Header Pipe
    - 1) Vortex Mini Rok – In accordance with the Homologation
    - 2) Comer SW80 – In accordance with the Homologation
    - 3) Yamaha KT100J - In accordance with Technical Rules
  - (ii) Restrictor
    - 1) Vortex Mini Rok – In accordance with the Homologation
    - 2) Comer SW80 – In accordance with the Homologation
    - 3) Yamaha KT100J
      - a. Yamaha KT100J engines must be fitted with a KA issued Exhaust Restrictor Plate complying with the Rules
        - The Internal Hole in the Exhaust Restrictor Plate must be no larger than 13.02mm diameter.
        - The Exhaust Restrictor Plate will be supplied by KA and identified with the stamped mark – 'AKA1'
        - Exhaust Restrictor Plates must be measured and sealed to the engine/exhaust prior to Competition for State Championships and approved major competitions.
  - (iii) Muffler
    - 1) Vortex Mini Rok – In accordance with the Homologation
    - 2) Comer SW80 – In accordance with the Homologation
    - 3) Yamaha KT100J – AKA14 Control Muffler
- g) Fuel
  - (i) No Class specific conditions
- h) Transmission
  - (i) Gearbox not permitted

## 7 Tyres

- a) Dry
  - (i) **Bridgestone DR1 YJL Dunlop SL1A**
    - 1) Front Tyre size must be:
      - a. ~~4.0/10.0-5~~ ~~10~~ x 4.50 – 5
    - 2) Rear Tyre size **must be** may be either
      - a. ~~5.0/11.0-5~~ ~~10~~ x 4.50 – 5
      - b. ~~11~~ x 7.10 – 5



b) Wet

- (i) **Bridgestone WEK YFD** ~~Dunlop KT65LW1~~

1) Front Tyre size must be:

- a. **4.0/10.0-5** ~~10 x 4.00-5~~

2) Rear Tyres **must be** ~~may be either~~

- a. **5.0/11.0-5** ~~10 x 4.00-5~~

- b. **11 x 6.50-5**

c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if approved in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.

## **8 General**

a) Minimum weight including the Driver:

- (i) Vortex Mini Rok: 99kg

- (ii) Comer SW80: 90kg

- (iii) KT100J: 100kg

b) Data Logging

- (i) No Class specific conditions.

c) Apparel

- (i) Refer to Technical Rules - Apparel

- (ii) **Rib protectors are mandatory for all Drivers**

- (iii) **Neck braces and chest protectors are recommended for all Drivers.**

d) **Competition Numbers**

- (i) Background: White

- (ii) Numbers: Red

e) **Video Camera**

- (i) **Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup, and Trophy Meetings.**

f) **Permitted Modifications**

- (i) **In accordance with the Homologation.**

### MicroMax

#### 1 Class

- a) MicroMax

#### 2 Age

- a) ~~7—9 Years~~ From age 7 to end of Year of 9th birthday
- b) A Driver must be 7 Years old to Compete

#### 3 Competition Eligibility

- b) National Series only

#### 4 Licence Requirements

- a) A Driver must hold a Minimum C Grade Cadet 9 licence

#### 5 Chassis

- a) A Kart must have a Minimum wheelbase of 890mm
- b) A Kart must have a Maximum wheelbase of 960mm

#### 6 Drivetrain

- a) Engine
  - (i) Type
    - 1) BRP Rotax Micro Max (non EVO) as Homologated - including all ancillary components
    - 2) BRP Rotax Micro Max (EVO) as Homologated - including all ancillary components
  - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD
  - (iii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iv) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Starter
  - (i) In accordance with the Homologation
- d) Clutch
  - (i) In accordance with the Homologation
- e) Induction Noise Silencer
  - (i) In accordance with the Homologation
- f) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) In accordance with the Homologation
  - (iii) Muffler
    - 1) In accordance with the Homologation
- g) Fuel
  - (i) No Class specific conditions
- h) Transmission
  - (i) Gearbox not permitted

## 7 Tyres

- a) Dry
  - (i) Mojo C2
    - 1) Front Tyre size must be
      - a. 4.0/10.0 - 5
    - 2) Rear Tyre size must be
      - a. 5.0/11.0 - 5
- b) Wet
  - (i) Mojo CW
    - 1) Front Tyre size must be
      - a. 10 x 3.60 - 5
    - 2) Rear Tyres size must be
      - a. 11 x 4.50 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.

## 8 General

- a) Minimum Weight including the Driver
  - (i) 110kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules – Apparel
  - (ii) Rib and/or Chest protectors are mandatory for all Drivers Competing in a National Series.
  - (iii) Neck braces and chest protectors are recommended for all Drivers.
- d) Competition Numbers
  - (i) Background: White
  - (ii) Numbers: Red
- e) Video Camera
  - (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track.
- f) Permitted Modifications
  - (i) In accordance with the Homologation

### Cadet 12

#### 1 **Class**

- a) Cadet 12

#### 2 **Age**

- a) 9—12 Years Year of 9th birthday to end of Year of 12th birthday

#### 3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 **Licence Requirements**

- a) State Championship, State Series and Cup, Zonal and Club Competition: A Driver must hold a Cadet 12 licence
- b) National Championship: Driver must hold a Minimum C Grade Cadet 12 licence

#### 5 **Chassis**

- a) A Kart must have a Minimum wheelbase of 880mm

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) Vortex Mini Rok (unrestricted) as Homologated - including all ancillary components
      - a. The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.
    - 2) Yamaha KT100J (State Championship, State Series and State Cup, Zonal and Club level events 2015 and 2016 only. Zonal and Club level events - indefinitely)
  - (ii) All technical specifications available at [www.karting.net.au](http://www.karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) Vortex Mini Rok
    - 1) In accordance with the Homologation—Del'Orto PHBG ø 18mm
  - (ii) Yamaha KT100J
    - 1) Walbro WB Series in accordance with Technical Rules Chapter 1 Rule 9 I)(vii)
- c) Starter
  - (i) In accordance with the Engine Homologation otherwise, no class specific conditions.
- d) Clutch
  - (i) Vortex Mini Rok
    - 1) In accordance with the Homologation

- (ii) Yamaha KT100J
  - 1) Tomar TD22 (AKA#56)
  - 2) Strike SS SSL (AKA#38)
  - 3) Ital Red (Long Shaft) (AKA#55), Spec 3 Taperlock, Spec 4 Taperlock
  - 4) ZEDTEC ZD1 X
  - 5) AKA#52
- e) Induction Noise Silencer
  - (i) Vortex Mini Rok – In accordance with the Homologation
  - (ii) Yamaha KT100J - AKA43 Homologated Assembly
- f) Exhaust
  - (i) Header Pipe
    - 1) Vortex Mini Rok – In accordance with the Homologation ;
    - 2) Yamaha KT100J - In accordance with Technical Rules
  - (ii) Restrictor
    - 1) Vortex Mini Rok – In accordance with the Homologation
    - 2) Yamaha KT100J
      - a. Yamaha KT100J engines must be fitted with a KA issued Exhaust Restrictor Plate complying with the Rules.
        - The Internal Hole in the Exhaust Restrictor Plate must be no larger than 16.00mm diameter.
        - The Exhaust Restrictor Plate will be supplied by KA and identified with the stamped mark – 'AKA2A'
        - Exhaust Restrictor Plates must be measured and sealed to the engine/exhaust prior to Competition for State Championships and approved major competitions.
  - (iii) Muffler
    - 1) Vortex Mini Rok – In accordance with the Homologation ;
    - 2) Yamaha KT100J - AKA14 Control Muffler
- g) Fuel
  - (i) No Class specific conditions
- h) Transmission
  - (i) Gearbox not permitted

## 7 Tyres

- a) Dry
  - (i) **Bridgestone DR1 YJL** ~~Dunlop SL1A~~
    - 1) Front Tyre size must be
      - a. **4.0/10.0-5** ~~10 x 4.50-5~~
    - 2) Rear Tyre size **must be** ~~may be either~~
      - a. **5.0/11.0-5** ~~10 x 4.50-5~~
      - b. **11 x 7.10-5**
- b) Wet
  - (i) **Bridgestone WEK YFD** ~~Dunlop KT65LW1~~
    - 1) Front Tyre size must be
      - a. **4.0/10.0-5** ~~10 x 4.00-5~~
    - 2) Rear Tyres **must be** ~~may be either~~
      - a. **5.0/11.0-5** ~~10 x 4.00-5~~
      - b. **11 x 6.50-5**

- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.

## **8 General**

- a) Minimum Weight including the Driver
  - (i) Vortex Mini Rok: 108kg
  - (ii) Yamaha KT100J: 105kg
- b) Data Logging
  - (i) No Class specific conditions.
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
  - (ii) Rib protectors are mandatory for all Drivers.
  - (iii) Neck braces and chest protectors are recommended for all Drivers.
- d) Competition Numbers
  - (i) Background: White
  - (ii) Numbers: Red
- e) Video Camera
  - (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup and Trophy Meetings.
- f) Permitted Modifications
  - (i) In accordance with the Homologation.

### MiniMax

#### 1 **Class**

- a) MiniMax

#### 2 **Age**

- a) 9–12 Years Year of 9th birthday to end of Year of 12th birthday

#### 3 **Competition Eligibility**

- a) National Series

#### 4 **License Requirements**

- a) A Driver must hold a Minimum C Grade Cadet 12 licence

#### 5 **Chassis**

- a) A Kart must have a Minimum wheelbase of 940mm
- b) A Kart must have a Maximum wheelbase of 1020mm
- c) A Kart must have a Maximum rear axle size of 40mm

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) BRP Rotax Mini Max (non EVO) as Homologated - including all ancillary components
    - 2) BRP Rotax Mini Max (EVO) as Homologated - including all ancillary components
  - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD
  - (iii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iv) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Starter
  - (i) In accordance with the Homologation
- d) Clutch
  - (i) In accordance with the Homologation
- e) Induction Noise Silencer
  - (i) In accordance with the Homologation
- f) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) In accordance with the Homologation
  - (iii) Muffler
    - 1) In accordance with the Homologation
- g) Fuel
  - (i) No Class specific conditions
- h) Transmission
  - (i) Gearbox not permitted

## 7 Tyres

- a) Dry
  - (i) Mojo D1
    - 1) Front Tyre size must be
      - a. 4.5/10.0 - 5
    - 2) Rear Tyre size must be
      - a. 6.0/11.0 - 5
- b) Wet
  - (i) Mojo W2
    - 1) Front Tyre size must be
      - a. 10 x 4.50 - 5
    - 2) Rear Tyres must be
      - a. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations..

## 8 General

- a) Minimum weight including the Driver
  - (i) 125kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules – Apparel
  - (ii) Rib and/or Chest protectors are mandatory for all Drivers Competing in a National Series.
  - (iii) Neck braces and chest protectors are recommended for all Drivers.
- d) Competition Numbers
  - (i) Background – White
  - (ii) Numbers – Red
- e) Video Camera
  - (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track.
- f) Permitted Modifications
  - (i) In accordance with the Homologation



### KA4 (Previously National)

#### 1 Class

- a) KA4 National

#### 2 Age

- a) Junior
  - (i) ~~12—16 years old~~ Year of 12th birthday to end of Year of 15th ~~16th~~ birthday)
- b) Senior
  - (i) Restricted by Licence
  - (ii) Masters division: Minimum of 40 ~~35~~ years old to Compete

#### 3 Competition Eligibility

- a) Club
- b) Zonal State
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 Licence Requirements

- a) Junior
  - (i) National Championship: Must hold a minimum C Grade Junior licence
  - (ii) All other Competitions: Must hold a Junior licence
- b) Senior
  - (i) Must hold a Senior licence

#### 5 Chassis

- a) Must comply with the Rules.
- b) No Class specific conditions

#### 6 Drivetrain

- a) Engine
  - (i) Type
    - 1) IAME KA100 as Homologated included all ancillary components
      - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
    - 2) Yamaha KT100J (Not eligible for National Championship Competition)
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) IAME KA100 - In accordance with the Homologation
  - (ii) Yamaha KT100J
    - 1) Walbro WB Series in accordance with the Technical Rules.
- c) Induction Noise Silencer
  - (i) IAME KA100 – In accordance with the Homologation
  - (ii) Yamaha KT100J
    - 1) The AKA43 Homologated assembly must be used
- d) Exhaust

- (i) Header Pipe
  - 1) IAME KA 100 – In accordance with the Homologation
  - 2) Yamaha KT100J - In accordance with the Technical Rules.
- (ii) Restrictor
  - 1) Junior
    - a. IAME KA100 - 19mm IAME in accordance with the Homologation
    - b. Yamaha KT 100J – Not required
  - 2) Senior
    - a. IAME KA100 - 19mm IAME in accordance with the Homologation
    - b. Yamaha KT 100J – Not required
- (iii) Muffler
  - 1) In accordance with the Homologation otherwise the AKA14 Control Muffler must be used.
- e) Ignition
  - (i) In accordance with the Homologation
- f) Cooling
  - (i) N/A
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) IAME KA 100 – In accordance with the Homologation
  - (ii) KT100J - No Class specific conditions
- i) Clutch
  - (i) IAME KA 100 - In accordance with the Homologation
  - (ii) Yamaha KT100J
    - 1) Tomar TD22 (AKA#56)
    - 2) Strike SS SSL (AKA#38)
    - 3) Ital Red (Long Shaft) (AKA#55), Spec 3 Taperlock, Spec 4 Taperlock
    - 4) ZEDTEC ZD1 X
    - 5) AKA#52
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **Bridgestone DR10 YLR ROK** ~~Dunlop SL1A~~
    - 1) Front Tyre size must be
      - a. **4.5/10.0-5** ~~10 x 4.50 -5~~
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5
- b) Wet
  - (i) **Bridgestone WER YLP** ~~Dunlop KT65LW1~~
    - 1) Front Tyre size must be
      - a. **4.5/10.0-5** ~~10 x 4.00 -5~~
    - 2) Rear Tyres size must be
      - a. **6.0/11.0-5** ~~11 x 6.50 -5~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres

(plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting, unless otherwise specified in Supplementary Regulations.

## 8 General

### a) Weight

#### (i) Minimum Weight including the Driver

- 1) **KA4 Junior - Championship: 132kg;**
- 2) **KA4 Junior - Light: Junior National Light**
  - a. Yamaha KT100J: **121kg** ~~140kg~~
  - b. IAME KA100: **128kg** ~~147kg~~
- 3) **KA4 Junior - Heavy: Junior National Heavy**
  - a. Yamaha KT100J: **141kg** ~~140kg~~
  - b. IAME KA100: **144kg** ~~147kg~~
- 4) **KA4 Senior - Light: Senior National Light**
  - a. Yamaha KT100J: **141kg** ~~155kg~~
  - b. IAME KA100: **148kg** ~~162kg~~
- 5) **KA4 Senior - Heavy: Senior National Heavy**
  - a. Yamaha KT100J: **156kg** ~~155kg~~
  - b. IAME KA100: **163kg** ~~162kg~~
- 6) **KA4 Masters: National Masters division**
  - a. Yamaha KT100J: **156kg**
  - b. IAME KA100: **163kg**

#### (ii) Maximum weight of a Kart excluding the Driver for **KA4 Junior Heavy and Senior Heavy Divisions: the National Heavy division**

- 1) Yamaha KT100J: **89kg** ~~88kg~~
- 2) IAME KA100: **96kg** ~~95kg~~

### b) Data Logging

#### (i) No Class specific conditions

### c) Apparel

- (i) Refer to Technical Rules - Apparel
- (ii) **Rib protectors are mandatory for all Junior Drivers**
- (iii) **Neck braces and chest protectors are recommended for all Junior Drivers.**

### d) Competition Numbers

- (i) Background
  - 1) Junior: White
  - 2) Senior Yellow
- (ii) Numbers: Black

### e) Video Camera

- (i) **Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup and Trophy Meetings.**

### f) Permitted Modifications

- (i) In accordance with the relevant Homologation

### KA3 (Previously Clubman)

#### 1 **Class**

- a) KA3 Clubman

#### 2 **Age**

- a) Junior
  - (i) 13—16 Years Year of 12th birthday to end of Year of 15th birthday
- b) Senior
  - (i) Restricted by Licence
  - (ii) Masters division: Minimum of 40 years old to Compete

#### 3 **Competition Eligibility**

- a) Club
- b) Zonal State
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 **Licence Requirements**

- a) Junior
  - (i) National Championship: Must hold a minimum C Grade Junior licence
  - (ii) All other Competitions: Must hold a Junior licence
- b) Senior
  - (i) Must hold a Senior licence

#### 5 **Chassis**

- a) Must comply with the Rules
- b) No Class specific conditions

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) IAME KA100 as Homologated included all ancillary components
      - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
    - 2) Yamaha KT100SEC (Not eligible for National Championship)
      - a. Must run with clutch and complete KT100SEC starter system
    - 3) Yamaha KT100SE (Not eligible for National Championship)
    - 4) Yamaha KT100SD (Not eligible for National Championship)
  - (ii) The following components must not be interchanged between the KT100SEC and the KT100SE and KT100SD engines
    - 1) Crankshaft Halves
    - 2) Cylinder
    - 3) Crankcases
    - 4) Ignition rotor
    - 5) Ignition stator
    - 6) Ignition stator carrier plate
  - (iii) All Yamaha engines must be fitted with a fin dampening system.
  - (iv) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (v) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)

- b) Carburettor
  - (i) IAME KA100 – In accordance with the Homologation
  - (ii) Yamaha - Walbro WB Series in accordance with the Technical Rules.
- c) Induction Noise Silencer
  - (i) IAME KA100 – In accordance with the Homologation
  - (ii) All other engines must use the AKA43 Homologated Assembly.
- d) Exhaust
  - (i) Header Pipe
    - 1) IAME KA100 – In accordance with the Homologation
    - 2) All other engines - In accordance with the Technical Rules
  - (ii) Restrictor
    - 1) Junior
      - a. IAME KA100 - (unrestricted) in accordance with the Homologation
      - b. Yamaha KT 100S – Not required
    - 2) Senior
      - a. IAME KA100 - (unrestricted) in accordance with the Homologation
      - b. Yamaha KT 100S – Not required
  - (iii) Muffler
    - 1) IAME KA100 – In accordance with the Homologation
    - 2) All other engines must use the AKA39 Control Muffler.
- e) Ignition
  - (i) In accordance with the Homologation
- f) Cooling
  - (i) N/A
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) IAME KA100 – In accordance with the Homologation
  - (ii) Yamaha KT100SEC
    - 1) Complete Yamaha KT100SEC system must be used
  - (iii) All other engines – not permitted
- i) Clutch
  - (i) IAME KA100 – In accordance with the Homologation
  - (ii) Yamaha KT100S Short Shaft
    - 1) Strike SSS SL (Short Shaft) (AKA#45)
    - 2) Freeline (AKA#44)
    - 3) Ital Red S (Short Shaft) (Spec1, Spec2, Taperlock)
    - 4) ZEDTEC ZD1 X
    - 5) AKA#52
  - (iii) Yamaha KT100S Long Shaft
    - 1) Tomar TD22 (AKS#56)
    - 2) Strike SSS Evolution (Long Shaft) (AKA#47)
    - 3) Ital Red (Long Shaft) (AKA#55), Spec 3 Taperlock, Spec 4 Taperlock
    - 4) ZEDTEC ZD1 X

- (iv) Yamaha KT100SEC
  - 1) Strike SSS SL (Short Shaft) (AKA#45)
  - 2) Strike SSS Evolution (Long Shaft) (AKA#47)
  - 3) Freeline (AKA#44)
  - 4) Ital Red S (Short Shaft) (Spec1, Spec2, Taperlock)
  - 5) Yamaha 7YPS (AKA#57)
  - 6) ZEDTEC ZD1 X

j) Fuel

- (i) No Class specific conditions

## 7 Tyres

a) Dry

- (i) **Dunlop DFM MG-AZ (Red)**
  - 1) Front Tyre size must be
    - a. **10 x 4.50 - 5** ~~10 x 4.60 - 5~~
  - 2) Rear Tyre size must be
    - a. 11 x 7.10 - 5

b) Wet

- (i) **Dunlop KT14W13** ~~KT6SLW1~~
  - 1) Front Tyre size must be
    - a. **10 x 4.50 - 5** ~~10 x 4.00 - 5~~
  - 2) Rear Tyres size must be
    - a. 11 x 6.50 - 5

- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Meeting) is permitted for use during the Meeting, unless otherwise specified in Supplementary Regulations.

## 8 General

a) Weight

- (i) Minimum weight including the Driver
  - 1) **KA3 Junior: Junior Clubman**
    - a. Yamaha: **142kg** ~~140kg~~
    - b. IAME KA100: **144kg** ~~147kg~~
  - 2) **KA3 Senior - Championship**
    - a. IAME KA100: **159kg**
  - 3) **KA3 Senior - Light: Senior Clubman Light**
    - a. Yamaha: **142kg** ~~160kg~~
    - b. IAME KA100: **149kg** ~~167kg~~
  - 4) **KA3 Senior - Heavy: Senior Clubman Heavy**
    - a. Yamaha: **162kg** ~~180kg~~
    - b. IAME KA100: **169kg** ~~187kg~~
  - 5) **KA3 Senior - Super Heavy: Senior Clubman Super Heavy**
    - a. Yamaha: **182kg** ~~160kg~~ (Unless otherwise specified in State Regulations)
    - b. IAME KA100: **189kg** ~~167kg~~ (Unless otherwise specified in State Regulations)
  - 6) **KA3 Masters: Clubman Masters division**
    - a. Yamaha: **162kg**
    - b. IAME KA100: **169kg**

- (ii) Maximum weight of a Kart excluding the Driver for **KA3 Senior Heavy, Senior Super Heavy and Masters Senior Clubman Heavy and Senior Clubman Super Heavy** divisions:
  - a. Yamaha: **90kg** ~~88kg~~
  - b. IAME KA100: **97kg** ~~95kg~~
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
  - (ii) **Rib protectors are mandatory for all Junior Drivers**
  - (iii) **Neck braces and chest protectors are recommended for all Junior Drivers.**
- d) Competition Numbers
  - (i) Background
    - 1) Junior: White
    - 2) Senior: Yellow
  - (ii) Numbers: Black
- e) Video Camera
  - (i) **Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup and Trophy Meetings.**
- f) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### Junior Performance

**NOTE: The eligibility of the Senior engines listed in Rule 6 a) (i) 9) - 15) will be reviewed for 2017.**

#### 1 **Class**

- a) Junior Performance

#### 2 **Age**

- a) ~~13~~—16 Years Year of 13th birthday to end of Year of **15th** ~~16th~~ birthday

#### 3 **Competition Eligibility**

- a) Club
- b) **Zonal State**
- c) **State Series, Cup**

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum B Grade Junior licence

#### 5 **Chassis**

- a) Must comply with the Rules
- b) No Class specific conditions

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) IAME KA100
      - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
    - 2) Yamaha KT100S
    - 3) Yamaha KT100SEC
    - 4) ARC Spec 100A
    - 5) ARC Spec 100W
    - 6) **Rotax Junior Max (non EVO)**
    - 7) **Rotax Junior Max (EVO)**
    - 8) **Vortex Rok DVS Junior**
      - a. The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.
    - 9) PRD Fireball 125
    - 10) Parilla Leopard 125
    - 11) IAME X30 125
    - 12) SQ Cheetah 125
    - 13) Rotax Max 125 (non EVO)
    - 14) PRD Galaxy
    - 15) Rotax Max 125 (EVO)
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)



- b) Carburettor
  - (i) In accordance with the relevant engine type Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the relevant engine type Homologation
  - (ii) No Class specific conditions
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the relevant engine type Homologation
    - 2) No Class specific conditions
  - (ii) Restrictor Plate
    - 1) Each engine listed below must be fitted with a KA issued Exhaust Restrictor Plate complying with the Rules
      - a. The Exhaust Restrictor Plate will be supplied by KA and identified with a stamped mark.
      - b. The Internal Hole in the Exhaust Restrictor Plate must be no larger than the diameter given.
      - c. Exhaust Restrictor Plates must be measured and sealed to the engine/exhaust prior to Competition.
    - 2) Restrictor Specific to Engine
      - a. IAME KA100
        - i. Unrestricted in accordance with the Homologation
      - b. Rotax Junior Max (non EVO and EVO)
        - i. Unrestricted in accordance with the Homologation AKA JR1: 26.00mm
      - c. Vortex Rok DVS Junior
        - i. Unrestricted in accordance with the Homologation
      - d. PRD Fireball 125
        - i. AKA F1: 24.50mm
      - e. Parilla Leopard 125
        - i. AKA L2: 23.80mm
      - f. IAME X30 125
        - i. AKAX30: 23.40mm
      - g. SQ Cheetah 125
        - i. AKA SQ1: 25.00mm
      - h. Rotax Max 125 (non-EVO and EVO)
        - i. AKA SR2: 24.50mm
      - i. PRD Galaxy
        - i. KA-G1: 24.95mm - In accordance with the Homologation
    - (iii) Muffler
      - 1) In accordance with the relevant engine type Homologation
      - 2) Yamaha KT100S/SEC the AKA39 Control Muffler must be used.
- e) Ignition
  - (i) In accordance with the relevant engine type Homologation
- f) Cooling
  - (i) In accordance with the relevant engine type Homologation
- g) Transmission
  - (i) Gearbox not permitted

- h) Starter
  - (i) In accordance with the relevant engine type Homologation
  - (ii) Yamaha KT100SEC
    - 1) Complete Yamaha KT100SEC system
- i) Clutch
  - (i) In accordance with the relevant engine type Homologation
  - (ii) Yamaha KT100S Short Shaft
    - 1) Strike SSS SL (Short Shaft) (AKA#45)
    - 2) Freeline (AKA#44)
    - 3) Ital Red S (Short Shaft) (Spec1, Spec2, Taperlock)
    - 4) ZEDTEC ZD1 X
    - 5) AKA#52
  - (iii) Yamaha KT100S Long Shaft
    - 1) Tomar TD22 (AKS#56)
    - 2) Strike SSS Evolution (Long Shaft) (AKA#47)
    - 3) Ital Red (Long Shaft) (AKA#55), Spec 3 Taperlock, Spec 4 Taperlock
    - 4) ZEDTEC ZD1 X
  - (iv) Yamaha KT100SEC
    - 1) Strike SSS SL (Short Shaft) (AKA#45)
    - 2) Strike SSS Evolution (Long Shaft) (AKA#47)
    - 3) Freeline (AKA#44)
    - 4) Ital Red S (Short Shaft) (Spec1, Spec2, Taperlock)
    - 5) Yamaha 7YPS (AKA#57)
    - 6) ZEDTEC ZD1 X
  - (v) ARC Spec 100A/100W
    - 1) Strike SSS SL (Short Shaft) (AKA#45)
    - 2) Ital Red S (Short Shaft) (Spec1, Spec2, Taperlock)
    - 3) ARC OEM
    - 4) ZEDTEC ZD1 X
    - 5) AKA#52
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **Dunlop DFM MG-AZ (Red)**
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.60 - 5~~
    - 2) Rear Tyre size must be
      - a. **11 x 7.10 - 5** ~~11 x 7.10 - 5~~
- b) Wet
  - (i) **Dunlop KT14W13 KT6SLW1**
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.00 - 5~~
    - 2) Rear Tyres size must be
      - a. **11 x 6.50 - 5**
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.

## 8 General

- a) Minimum weight including the Driver
  - (i) 100cc Air cooled: ~~135kg~~ **137kg**
  - (ii) 100cc Water cooled: ~~140kg~~ **142kg**
  - (iii) 125cc Water cooled: ~~145kg~~ **147kg**
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
  - (ii) Rib protectors are mandatory for all Drivers
  - (iii) Neck braces and chest protectors are recommended for all Drivers.
- d) Competition Numbers
  - (i) Background: White
  - (ii) Numbers: Black
- e) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### Junior Max

#### 1 **Class**

- a) Junior Max

#### 2 **Age**

- a) 13—16 Years Year of 13th birthday to end of Year of 15th 16th birthday

#### 3 **Competition Eligibility**

- a) Club
- b) State **Championship, Series, Cup** (able to Compete with KA approval)
- c) National Series
  - (i) The Junior Max Trophy division is only permitted at a National Series Meeting.

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum B Grade Junior licence

#### 5 **Chassis**

- a) Frame
  - (i) Must comply with the Rules

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) BRP-Rotax Junior Max (non EVO)
    - 2) Rotax Junior Max (EVO)
  - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD
  - (iii) The engine must have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.
  - (iv) The engine is sealed using a single AKA seal through nuts complying with the Technical Rules and fitted at three (3) locations:
    - 1) The cylinder head water jacket
    - 2) The upper gearbox case
    - 3) The reed block
  - (v) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (vi) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the Homologation
- e) Ignition
  - (i) In accordance with the Homologation
- f) Cooling
  - (i) In accordance with the Homologation
- g) Transmission
  - (i) Gearbox not permitted

- h) Starter
  - (i) In accordance with the Homologation
- i) Clutch
  - (i) In accordance with the Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) ~~Junior Max Trophy division~~ **Mojo D1** **Note: Transition provisions from MOJO D2 to D1 Tyres for the Rotax Pro Tour are specified in the National Series Sporting Regulations.**
    - 1) Front Tyre size must be 4.5/10.0 - 5
    - 2) Rear Tyre size must be 7.1/11.0 - 5
  - ~~(iii) Junior Max – Mojo D2~~
    - 1) Front Tyre size must be ~~4.5/10.0 - 5~~
    - 2) Rear Tyre size must be ~~7.1/11.0 - 5~~
- b) Wet ~~All Divisions~~
  - (i) Mojo W2
    - 1) Front Tyre size must be 1. 10 x 4.50 - 5
    - 2) Rear Tyres size must be 1. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting, unless otherwise specified in Supplementary Regulations.
- d) Bead retention must be used.

## 8 General

- a) Minimum weight including the Driver:
  - (i) Junior Max Trophy Division: 140kg
  - (ii) Junior Max:
    - 1) National Series
      - a. Rotax Junior Max (non-EVO) 145kg
      - b. Rotax Junior Max (EVO) 145kg
    - 2) Other Meetings
      - a. Rotax Junior Max (non-EVO) 140kg
      - b. Rotax Junior Max (EVO) 145kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules – Apparel
  - (ii) Rib and/or Chest protectors are mandatory for all Drivers Competing in a National Series.
  - (iii) Neck braces and chest protectors are recommended for all Drivers.**
- d) Competition Numbers
  - (i) Background: White
  - (ii) Numbers: Black
- e) Video Camera
  - (i) ~~At a National Series Meeting~~ **Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Series Meetings.**
- f) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### KA2 (Previously KF3)

#### 1 **Class**

- a) KA2 KF3

#### 2 **Age**

- a) ~~13-16~~ years Year of 13th birthday to end of Year of 15th ~~16th~~ birthday

#### 3 **Competition Eligibility**

- a) National

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum A B Grade Junior licence

#### 5 **Chassis**

- a) Must comply with the Rules
- b) No Class specific conditions

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) Vortex Rok DVS (Junior) as Homologated
      - a. The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.
    - 2) Vortex KF3
      - a. Must comply with Homologation document 39/M/18-KF3
      - b. Must conform to any KA authorised alterations
  - (ii) Homologation documents and technical specifications available at [www.karting.net.au](http://www.karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation and KA Technical Specifications
- c) Induction Noise Silencer
  - (i) In accordance with the Homologation and KA Technical Specifications
- d) Exhaust
  - (i) Vortex Rok DVS - in accordance with the Homologation and KA Technical Specifications
    - 1) Header Pipe - In accordance with the Homologation
    - 2) Restrictor Plate - N/A
    - 3) Muffler - In accordance with the Homologation
  - (ii) Vortex KF3
    - 1) Header Pipe In accordance with the Homologation
    - 2) Restrictor Plate N/A
    - 3) Muffler In accordance with the Homologation
- e) Ignition
  - (i) Vortex Rok DVS - in accordance with the Homologation and KA Technical Specifications
  - (ii) Vortex KF3
    - 2) PVL 57/A/15; or
    - 3) PVL 57/A/18

- f) Cooling
  - (i) In accordance with the Homologation and KA Technical Specifications
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) **Vortex KF3** - In accordance with the Homologation and KA Technical Specifications
- i) Clutch
  - (i) **Vortex KF3** - In accordance with the Homologation and KA Technical Specifications
  - (ii) **Vortex Rok DVS – N/A**
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **Dunlop DFM MG-HZ (Red/White)**
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.60 - 5~~
    - 2) Rear Tyre size must be
      - a. **11 x 7.10 - 5**
- b) Wet
  - (i) **Dunlop KT14W13 MG-WZ (White)**
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.20 - 5~~
    - 2) Rear Tyre size must be
      - a. **11 x 6.50 - 5** ~~11 x 6.00 - 5~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with Bead retention

## 8 General

- a) Minimum weight including the Driver
  - (i) **Vortex Rok DVS – 142kg** ~~145kg~~
  - (ii) **Vortex KF3 – 147kg**
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
  - (ii) Rib and/or Chest protectors are mandatory for all Drivers Competing in a National Championship.
  - (iii) **Neck braces and chest protectors are recommended for all Drivers.**
- d) Competition Numbers
  - (i) Background: White
  - (ii) Numbers: Black
- e) Video Camera
  - (i) ~~At a National Championship Meeting~~ Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track **in all National Championship, Cup, and Trophy Meetings.**
- f) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### TaG 100

#### 1 **Class**

- a) TaG 100

#### 2 **Age**

- a) Restricted by Licence

#### 3 **Competition Eligibility**

- a) Club

#### 4 **Licence Requirements**

- a) A Driver must hold a Maximum C Grade Senior licence

#### 5 **Chassis**

- a) Frame
  - (i) Must comply with the Rules
  - (ii) No Class specific conditions
- b) Wheels
  - (i) Front
    - 1) Edward Spoke F117S-5FUT
  - (ii) Rear
    - 1) Edward Spoke R200-5FUT
  - ~~(iii) Wet~~
    - ~~1) No restriction if Dunlop KT65LW1 Tyres are used~~
  - (iii) Wheel Hubs must be aluminium
- c) Rear Axle
  - (i) Must have a 40mm external diameter

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) Yamaha KT100SEC
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) Walbro WB Series in accordance with the Technical Rules.
- c) Induction Noise Silencer
  - (i) The AKA43 Homologated Assembly must be used.
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Technical Rules.
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) The AKA39 Control Muffler must be used



- e) Ignition
  - (i) Complete KT100SEC starter system
- f) Cooling
  - (i) N/A
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) Yamaha KT100SEC
    - 1) Complete Yamaha KT100SEC system
- i) Clutch
  - (i) Yamaha KT100SEC
    - 1) Yamaha 7YPS (AKA#57)
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **Bridgestone DR10 YLR ROK** ~~Dunlop SLA1~~
    - 1) Front Tyre size must be
      - a. **4.5/10.0-5** ~~10 x 4.50-5~~
    - 2) Rear Tyre size must be
      - a. **7.1/11.0-5** ~~11 x 7.10-5~~
- b) Wet
  - (i) **Bridgestone WER YLP** ~~Dunlop KT6SLW1~~
    - 1) Front Tyre size must be
      - a. **4.5/10.0-5** ~~10 x 4.00-5~~
    - 2) Rear Tyre size must be
      - a. **6.0/11.0-5** ~~11 x 6.50-5~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting, unless otherwise specified in Supplementary Regulations.

## 8 General

- a) Minimum weight including the Driver
  - (i) **161kg** ~~160kg~~
- b) Data Logging
  - (i) Only the following gauges are permitted:
    - 1) Engine Speed
    - 2) Temperature
    - 3) Lap Timer
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Permitted Modifications
  - (i) In accordance with the relevant Homologation

**X30****1 Class**

- a) X30

**2 Age**

- a) Restricted by Licence

**3 Competition Eligibility**

- a) Club
- b) Zonal Championship, Cup State
- c) State Championship, Series, Cup National
- d) National Championship, Cup, Trophy

**4 Licence Requirements**

- a) A Driver must hold a Minimum B Grade Senior licence

**5 Chassis**

- a) Frame
  - (i) Must comply with the Rules
  - (ii) No Class specific conditions

**6 Drivetrain**

- a) Engine
  - (i) Type
    - 1) IAME X30
  - (ii) The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd.
  - (iii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iv) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Induction Noise Silencer
  - (i) Must be fitted in accordance with the Technical Rules
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) None
  - (iii) Muffler
    - 1) In accordance with the Homologation
- e) Ignition
  - (i) The Selatta Digital K Ignition Module (AKA20L green box) must be fitted and used exclusively.
- f) Cooling
  - (i) In accordance with the Homologation

- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) In accordance with the Homologation
- i) Clutch
  - (i) In accordance with the Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) ~~MG HZ Option (Red/White)~~ ~~MG FZ-Prime (Yellow)~~
    - 1) Front Tyre size must be
      - a. 10 x 4.60 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5
- b) Wet
  - (i) ~~MG WT (White)~~ ~~MG WZ (White)~~
    - 1) Front Tyre size must be
      - a. 10 x 4.20 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with bead retention

## 8 General

- a) Weight
  - (i) Minimum weight including the Driver
    - 1) X30 Light: ~~162kg~~ ~~160kg minimum~~
    - 2) X30 Heavy: ~~176kg~~ ~~175kg minimum~~
    - 3) ~~At a National Championship Meeting: 170kg~~
  - (ii) Maximum weight of a Kart excluding the Driver for the Heavy division: ~~101kg~~ ~~100kg~~
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Video Camera
  - (i) ~~At a National Championship Meeting~~ Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track **in all National Championship, Cup, and Trophy Meetings.**
- f) Permitted Modifications
  - (i) In accordance with the Homologation

**Rotax 125****1 Class**

- a) Rotax 125

**2 Age**

- a) Restricted by Licence

**3 Competition Eligibility**

- a) Club
- b) State – When the State does not hold a National Series Meeting in a Year
- c) National Series

**4 Licence Requirements**

- a) A Driver must hold a Minimum B Grade Senior Licence

**5 Chassis**

- a) Frame
  - (i) Must comply with the Rules

**6 Drivetrain**

- a) Engine
  - (i) Type
    - 1) Rotax 125 Max (non-EVO)
    - 2) Rotax 125 Max (EVO)
  - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD
  - (iii) The engine must have the Official Formula Rotax Australia Stamp on the crankcase and the reed block face of the cylinder.
  - (iv) The engine is sealed using a single KA seal through nuts complying with the Technical Rules and fitted at three (3) locations:
    - 1) The cylinder head water jacket
    - 2) The upper gearbox case
    - 3) The reed block
  - (v) Technical specifications available at [www.karting.net.au](http://www.karting.net.au)
  - (vi) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the Homologation
- e) Ignition
  - (i) In accordance with the Homologation
- f) Cooling
  - (i) In accordance with the Homologation
- g) Transmission
  - (i) Gearbox not permitted

- h) Starter
  - (i) In accordance with the Homologation
- i) Clutch
  - (i) In accordance with the Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 **Tyres**

- a) Dry
  - (i) Mojo D2
    - 1) Front Tyre size must be  
1. 4.5/10.0 - 5
    - 2) Rear Tyre size must be  
1. 7.1/11.0 - 5
- b) Wet
  - (i) Mojo W2
    - 1) Front Tyre size must be  
1. 10 x 4.50 - 5
    - 2) Rear Tyre size must be  
1. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with Bead retention.

## 8 **General**

- a) Weight including the driver
  - (i) Minimum weight including the Driver
    - 1) National Series
      - a. Rotax 125 Max (non-EVO) Light: 165kg
      - b. Rotax 125 Max (non- EVO) Heavy: 180kg
      - c. Rotax 125 Max (EVO) Light: 165kg
      - d. Rotax 125 Max (EVO) Heavy: 180kg
    - 2) Other Meetings
      - a. Rotax 125 Max (non-EVO) Light: 160kg
      - b. Rotax 125 Max (non- EVO) Heavy: 180kg
      - c. Rotax 125 Max (EVO) Light: 165kg
      - d. Rotax 125 Max (EVO) Heavy: 185kg
  - (ii) Maximum weight of a Kart excluding the Driver for the Heavy division: 100kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Video Camera
  - (i) ~~At a National Series Meeting~~ Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track **in all National Series Meetings.**
- f) Permitted Modifications
  - (i) In accordance with the Homologation

### TaG 125 Restricted

#### 1 Class

- a) TaG 125 Restricted

#### 2 Age

- a) Restricted by licence
- b) Masters division: Minimum of 40 35 years old to Compete

#### 3 Competition Eligibility

- a) Club
  - (i) ~~A Driver who holds an International, A or B Grade Senior licence may Compete at a Club or Zonal Club Meeting, however they will not be eligible for any points or awards.~~
- b) ~~b) Zonal Championship, Cup State~~
- c) ~~c) State Series, Cup~~

#### 4 Licence Requirements

- a) A Driver must hold a Senior licence
  - i) ~~To Compete at a State Series or Cup Championship Meeting a Driver must hold a Maximum of a C Grade Senior licence.~~
  - (ii) Unless otherwise specified in State Regulations, a Driver who holds an International, National A or B Grade Senior licence may Compete at a Club Meeting, however they will not be eligible for any points or awards.

#### 5 Chassis

- a) Must comply with the Rules

#### 6 Drivetrain

- a) Engine
  - (i) Type
    - 1) PRD Fireball 125
    - 2) Parilla Leopard 125 / Selettra Digital K Ignition with black ignition module
    - 3) Parilla Leopard 125 / Selettra Digital K Ignition with green ignition module marked AKA20L
    - 4) IAME X30, 125 / Selettra Digital K Ignition with green ignition module marked AKA20L
    - 5) SQ Cheetah 125
    - 6) Rotax Max 125 (non-EVO)
    - 7) Rotax Max 125 (EVO)
    - 8) Rotax Junior Max (non-EVO)
    - 9) Rotax Junior Max (EVO)
    - 10) PRD Galaxy
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the relevant engine type Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the relevant engine type Homologation

## d) Exhaust

## (i) Header Pipe

- 1) In accordance with the relevant engine type Homologation

## (ii) Restrictor Plate

- 1) Each engine listed below must be fitted with a KA issued Exhaust Restrictor Plate complying with Rules

1. The Exhaust Restrictor Plate will be supplied by KA and identified with a stamped mark.
2. The Internal Hole in the Exhaust Restrictor Plate must be no larger than the diameter given.
3. Exhaust Restrictor Plates must be measured and sealed to the engine/exhaust prior to Competition.

## 2) Restrictor Specific to Engine:

## 1. PRD Fireball 125

- i. AKA F1: 24.50mm

## 2. Parilla Leopard 125/ Selettra Digital K Ignition with black ignition module

- i. AKA L1: 23.00mm

## 3. Parilla Leopard 125 / Selettra Digital K Ignition with green ignition module marked AKA20L

- i. AKA L2: 23.80mm

## 4. IAME X30 125 / Selettra Digital K Ignition with green ignition module marked AKA20L

- i. AKAX30: 23.40mm

## 5. SQ Cheetah 125

- i. AKA SQ1: 25.00mm

## 6. Rotax Max 125 (non EVO and EVO)

- i. AKA SR2: 24.50mm

## 7. Rotax Junior Max (non EVO and EVO)

- i. AKA JR1: 26.00mm

## 8. PRD Galaxy

- i. KA-G1: 24.95mm - in accordance with the Homologation

## (iii) Muffler

- 1) In accordance with the relevant engine type Homologation

## e) Ignition

## (i) The specific ignition for each engine is:

- 1) PRD Fireball 125 - In accordance with the Homologation
- 2) Parilla Leopard 125 Selettra Digital K Ignition with black ignition module
- 3) Parilla Leopard 125 Selettra Digital K Ignition with green ignition module marked AKA20L
- 4) IAME X30 125 Selettra Digital K Ignition with green ignition module marked AKA20L
- 5) SQ Cheetah 125 - In accordance with the Homologation
- 6) Rotax Max 125 (non EVO and EVO) - In accordance with the Homologation
- 7) Rotax Junior Max (non EVO and EVO) - In accordance with the Homologation
- 8) PRD Galaxy – In accordance with the Homologation

## f) Cooling

- (i) In accordance with the relevant engine type Homologation

## g) Transmission

- (i) Gearbox not permitted

## h) Starter

- (i) In accordance with the relevant engine type Homologation

- i) Clutch
  - (i) In accordance with the relevant engine type Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) Dunlop **DFM MG-AZ (Red)**
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.60 - 5~~
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5
- b) Wet
  - (i) Dunlop **KT14W13** ~~KT6SLW1~~
    - 1) Front Tyre size must be
      - a. **10 x 4.50 - 5** ~~10 x 4.00 - 5~~
    - 2) Rear Tyre size must be
      - a. 11 x 6.50 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.

## 8 General

- a) Weight
  - (i) Minimum weight including the Driver
    - 1) TaG 125 Restricted Light:
      - a. Rotax (EVO) 167kg
      - b. All other engines: 162kg
    - 2) TaG 125 Restricted Heavy:
      - a. Rotax (EVO) 187kg
      - b. All other engines: 182kg
    - 3) TaG 125 Restricted Super Heavy\*: (Unless otherwise specified in State Regulations)
      - a. Rotax (EVO) 207kg
      - b. All other engines: 202kg
        - Note: Wherever run, it should, be consolidated with the Heavy Division or such other permitted Class/Division in accordance with the Rules.
    - 4) TaG 125 Restricted Masters:
      - a. Rotax (EVO) 185kg
      - b. All other engines: 180kg
  - (ii) Maximum weight of the Kart excluding the Driver for the Heavy **and Super Heavy** Division: **102kg** ~~100kg~~
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Permitted Modifications
  - (i) In accordance with the relevant Homologation



### TaG 125

#### 1 **Class**

- a) TaG 125

#### 2 **Age**

- a) Restricted by Licence
- b) Masters division: Minimum of 40 35 years old to Compete

#### 3 **Competition Eligibility**

- a) Club
- b) Zonal Championship, Cup
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum of a B Grade Senior licence

#### 5 **Chassis**

- a) Must comply with the Rules

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) PRD Fireball 125
    - 2) Parilla Leopard 125
    - 3) IAME X30 125 125
    - 4) SQ Cheetah 125
    - 5) Rotax Max 125 (non-EVO)
    - 6) Rotax Max 125 (EVO)
    - 7) PRD Galaxy
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the relevant engine type Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the relevant engine type Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the relevant engine type Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the relevant engine type Homologation
- e) Ignition
  - (i) In accordance with the relevant engine type Homologation

- f) Cooling
  - (i) In accordance with the relevant engine type Homologation
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) In accordance with the relevant engine type Homologation
- i) Clutch
  - (i) In accordance with the relevant engine type Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **MG HZ Option (Red/White)** Dunlop SL6
    - 1) Front Tyre size must be
      - a. ~~10 x 4.60 - 5~~ 10 x 4.50 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5
- b) Wet
  - (i) **MG WT (White)** Dunlop KT13
    - 1) Front Tyre size must be
      - a. ~~10 x 4.20 - 5~~ 10 x 4.00 - 5
    - 2) Rear Tyre size must be
      - a. ~~11 x 6.00 - 5~~ 11 x 6.50 - 5
  - (ii) ~~Dunlop KT14W13~~
    - 1) ~~Front Tyre size must be~~
      - a. ~~10 x 4.00 - 5~~
    - 2) ~~Rear Tyre size must be~~
      - a. ~~11 x 6.50 - 5~~
  - (iii) **MG WZ (White)**
    - 1) ~~Front Tyre size must be~~
      - a. ~~10 x 4.20 - 5~~
    - 2) ~~Rear Tyre size must be~~
      - a. ~~11 x 6.00 - 5~~
  - (iv) ~~Mojo W2~~
    - 1) ~~Front Tyre size must be~~
      - a. ~~10 x 4.50 - 5~~
    - 2) ~~Rear Tyre size must be~~
      - a. ~~11 x 6.00 - 5~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with Bead retention

## 8 General

### a) Weight

#### (i) The Minimum weight including Driver

##### 1) Championship

- a. PRD Fireball 125: 165kg
- b. Parilla Leopard 125: 165kg
- c. IAME X30 125: 170kg
- d. SQ Cheetah 125: 165kg
- e. Rotax Max 125 (non EVO): 170kg
- f. Rotax Max 125 (EVO): 175kg
- g. PRD Galaxy: 165kg

##### 2) Light

- a. PRD Fireball 125: 155kg
- b. Parilla Leopard 125: 155kg
- c. IAME X30 125: 160kg
- d. SQ Cheetah 125: 155kg
- e. Rotax Max 125 (non-EVO): 160kg
- f. Rotax Max 125 (EVO): 165kg
- g. PRD Galaxy: 155kg

##### 3) Heavy

- a. PRD Fireball 125: 175kg
- b. Parilla Leopard 125: 175kg
- c. IAME X30 125: 180kg
- d. SQ Cheetah 125: 175kg
- e. Rotax Max 125 (non-EVO): 180kg
- f. Rotax Max 125 (EVO): 185kg
- g. PRD Galaxy: 175kg

##### 4) Masters

- a. PRD Fireball 125: 175kg
- b. Parilla Leopard 125: 175kg
- c. IAME X30 125: 180kg
- d. SQ Cheetah 125: 175kg
- e. Rotax Max 125 (non-EVO): 180kg
- f. Rotax Max 125 (EVO): 185kg
- g. PRD Galaxy: 175kg

#### (ii) Maximum weight of the Kart excluding the Driver for the Heavy Division: 102kg ~~100kg~~.

### b) Data Logging

#### (i) No Class specific conditions

### c) Apparel

#### (i) Refer to Technical Rules - Apparel

### d) Competition Numbers

- (i) Background: Yellow
- (ii) Numbers: Black

### e) Video Camera

- (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup, and Trophy Meetings.

### f) Permitted Modifications

- (i) In accordance with the relevant Homologation

### DD2

#### 1 **Class**

- a) DD2

#### 2 **Age**

- a) Determined by Licence
- b) Masters division: Minimum of 32 years old to Compete

#### 3 **Competition Eligibility**

- a) Club
- b) **State Championship (Only in States that do not host a round of the National Series)**
- c) National Series

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum of a B Grade Senior Licence

#### 5 **Chassis**

- a) Must use a DD2 specific chassis with front brakes and rear tyre protection system

#### 6 **Drivetrain**

- a) Engine
  - (i) Type
    - 1) 125cc Max DD2 (non-EVO)
    - 2) 125cc Max DD2 (EVO)
  - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD
  - (iii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iv) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the Homologation
- e) Ignition
  - (i) In accordance with the Homologation
- f) Cooling
  - (i) In accordance with the Homologation
- g) Transmission
  - (i) Must have a two (2) speed gearbox only with a chainless drive system in accordance with the Homologation

- h) Starter
  - (i) In accordance with the Homologation
- i) Clutch
  - (i) In accordance with the Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) Mojo D3
    - 1) Front Tyre size must be
      - a. 4.5/10.0 - 5
    - 2) Rear Tyre size must be
      - a. 7.1/11.0 - 5
- b) Wet
  - (i) Mojo W2
    - 1) Front Tyre size must be
      - a. 10 x 4.50 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with Bead retention

## 8 General

- a) Minimum weight including the Driver
  - (i) DD2 **Open**: 173kg
  - (ii) DD2 Masters: 180kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) **Competition** Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Video Camera
  - (i) At a National Series Meeting must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track
- f) Permitted Modifications
  - (i) In accordance with the Homologation

### KA1 (Previously KF2)

#### 1 Class

- a) KA1 KF2

#### 2 Age

- a) Restricted by Licence

#### 3 Competition Eligibility

- a) National Championship, Cup, Trophy

#### 4 Licence Requirements

- a) A Driver must hold a Minimum A Grade Senior licence

#### 5 Chassis

- a) Must comply with the Rules
- b) No Class specific conditions

#### 6 Drivetrain

- a) Engine
  - (i) Type
    - 1) Vortex Rok DVS (Senior) as Homologated
      - a. The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.
    - 2) IAME (11/M/21-KF2)
    - 3) Vortex (4/M/21-KF2)
    - 4) TM (22/M/21-KF2)
    - 5) IAME KF Reedjet
      - a. In accordance with Supplied by KA and Remo Racing as per the Homologation documents:
        - 20/M/18-KF2
        - 13/M/15
      - b. Limited to 16,000rpm
    - 6) IAME KF Reedjet
      - a. In accordance with the Homologation documents:
        - 20/M/18-KF2
        - Cylinder, head and powervale complying with 22/M/21-KF2
      - b. Limited to 15,000rpm
  - (ii) Each engine must comply with Homologation documents
  - (iii) Each engine must conform to any KA authorised alterations
  - (iv) Technical specifications available at [www.karting.net.au](http://www.karting.net.au)
  - (v) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Three (3)
- b) Carburettor
  - (i) In accordance with the relevant engine Homologation and KA Technical Specifications
- c) Induction Noise Silencer
  - (i) In accordance with the relevant engine Homologation and KA Technical Specifications
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the relevant engine Homologation
  - (ii) Restrictor Plate
    - 1) N/A

- (iii) Muffler
  - 1) In accordance with the relevant engine Homologation
- e) Ignition
  - (i) In accordance with the relevant engine Homologation
- f) Cooling
  - (i) In accordance with the relevant engine Homologation
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) In accordance with the relevant engine Homologation
- i) Clutch
  - (i) In accordance with the relevant engine Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) MG FZ Prime (Yellow)
    - 1) Front Tyre size must be
      - a. 10 x 4.60 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5
- b) Wet
  - (i) ~~MG WT (White)~~ ~~MG WZ (White)~~
    - 1) Front Tyre size must be
      - a. 10 x 4.20 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 6.00 - 5
- c) From the commencement of the first qualifying session at a Meeting, a Maximum of two (2) sets of Tyres are permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with bead retention

## 8 General

- a) Minimum weight including the Driver
  - (i) ~~Vortex Rok DVS: 154kg~~ ~~163kg~~
  - (ii) All Other Engines: 163kg
- b) Data Logging
  - (i) No class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Video Camera
  - (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track in all National Championship, Cup, and Trophy Meetings.
- f) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### KZ2 (Includes KZ3)

#### 1 Class

- a) KZ2

#### 2 Age

- a) Restricted by Licence

#### 3 Competition Eligibility

- a) Club National Championship
- b) Zonal
- c) State Championship, Series, Cup
- d) National Championship, Cup, Trophy

#### 4 Licence Requirements

- a) National Championship, Cup and Trophy - a Driver must hold a Minimum A Grade Senior licence
- b) All other Competitions - a Driver must hold a Minimum B Grade Senior licence.

#### 5 Chassis

- a) Must comply with the Rules
- b) No Class specific conditions

#### 6 Drivetrain

- a) Engine
  - (i) Type
    - 1) 125cc water cooled, single cylinder, reed valve
      - a. Any engine currently or previously Homologated by CIK-FIA or Approved by KA for KZ2 Competition
      - b. Must comply with CIK-FIA Homologation Documents
      - c. The Competitor must at all times have a copy of the Homologation and/or approval documents relating to the engine and exhaust being used.
      - d. Carburettor – Dell’Orto VSH 30
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) National Championship, Cup, Trophy - Three (3)
    - 2) All other Competitions – Two (2)
- b) Carburettor
  - (i) Dell’Orto VSH 30 – in accordance with the Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the Homologation and KA Technical Specifications
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the Homologation
- e) Ignition
  - (i) Must be an analogue type which is CIK-FIA Homologated



- f) Cooling
  - (i) In accordance with the Homologation and KA Technical Specifications
- g) Transmission
  - (i) CIK-FIA Homologated
- h) Starter
  - (i) In accordance with the Homologation
- i) Clutch
  - (i) In accordance with the Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) MG FZ Prime (Yellow)
    - 1) Front Tyre size must be
      - a. 10 x 4.60 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 7.10 - 5 ~~11 x 6.50 - 5~~
- b) Wet
  - (i) ~~MG WT (White)~~ MG WZ (White)
    - 1) Front Tyre size must be
      - a. 10 x 4.20 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 6.00 - 5
- c) **For National Championship, Cup and Trophy Meetings:** From the commencement of the first qualifying session at a Meeting, a Maximum of two (2) sets of Tyres are permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) **For all other Competitions:** From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- e) Must be fitted with bead retention

## 8 General

- a) Minimum weight including the Driver
  - (i) **National Championship, Cup, Trophy:** 177kg ~~175kg~~
  - (ii) **All other Competitions:** 182kg
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) Competition Numbers
  - (i) Background: Yellow
  - (ii) Number: Black
- e) Video Camera
  - (i) Must have a fully functioning digital video camera (including recording medium) fitted in accordance with the Technical Rules, at all times while on the Track **in all National Championship, Cup, and Trophy Meetings**
- f) Permitted Modifications
  - (i) In accordance with the Homologation

### Open Performance

#### 1 **Class**

- a) Open Performance

#### 2 **Age**

- a) Restricted by Licence

#### 3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State Championship Series, Cup

#### 4 **Licence Requirements**

- a) A Driver must hold a Minimum B Grade Senior licence

#### 5 **Chassis**

- a) Must comply with the Rules
- b) Front wheel braking is permitted.

#### 6 **Drivetrain**

- a) Engine
  - (i) Vortex Rok DVS (Senior) as Homologated
    - 1) The engine must be manufactured by Vortex and imported into Australia by PFG Pty Ltd.; or
  - (ii) May be either two (2) or four (4) stroke
    - 1) Two (2) Stroke
      - a. Must be no more than 255cc total cylinder volume when two (2) 125cc TAG KA Homologated and/or Registered engines of the same brand and model are used at the same time.
        - Both engines including ancillaries must conform to the Homologated or Registration documents.
      - b. Must be no more than 206cc total cylinder volume for a single engine.
    - 2) Four (4) Stroke
      - a. Must be no more than 250cc total cylinder volume.
  - (iii) Must be a series Production Engine
  - (iv) Must be KA or CIK-FIA Homologated and/or Registered
  - (v) A Kart may have no more than two (2) engines fitted at one time.
  - (vi) May be either air or water cooled.
  - (vii) May have restrictions defined in the Supplementary Regulations for a Meeting.
  - (viii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (x) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Single Engine
      - a. Two (2)
    - 2) Twin Engine
      - a. Four (4)
- b) Carburettor
  - (i) Must have one (1) single throat carburettor per cylinder.

- c) Induction Noise Silencer
  - (i) **In accordance with the relevant engine homologation; or** May be of any type allowed within the Rules:
  - (ii) **If the AKA43 is used it must be in accordance with the Rules.** Must have two (2) air inlet tubes through which all air must pass:
    - 1) Internal diameter no larger than 23mm
    - 2) Length no shorter than 94.50mm.
  - (iii) Air box adaptor must be in accordance with the relevant engine Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the relevant engine Homologation
  - (ii) Restrictor Plate
    - 1) N/A
  - (iii) Muffler
    - 1) In accordance with the relevant engine Homologation
    - 2) Twin engine installations exhaust systems may be modified to suit the installation and packaging requirements.
      - a. The overall lengths must remain within +/-2mm of the original for each individual cut.
      - b. Concave relief of the muffler/silencer is permitted to provide a smaller overall packaging space.
- e) Ignition System
  - (i) Digital Ignition Systems are only permitted if the same type and style as the OEM system.
- f) Cooling
  - (i) If the type of cooling system is included in the relevant engine Homologation it must be used.
  - (ii) For all other engine types the cooling system is free.
- g) Transmission
  - (i) CIK-FIA Homologated
- h) Starter
  - (i) No Class specific definitions
- i) Clutch
  - (i) No Class specific definitions
- j) Fuel
  - (i) No Class specific conditions

## 7 Tyres

- a) Dry
  - (i) **MG FZ Prime (Yellow)** Bridgestone — YGK, YJC, YGL, YDS
    - 1) **Front Tyre size must be**
      - a. 10 x 4.60 - 5
    - 2) **Rear Tyre size must be**
      - a. 11 x 7.10 - 5
  - (ii) Dunlop — SL1A, SL6, DEH, DEM, DFM CIK F/Z Option, DFH CIK F/Z Prime
  - (iii) Maxxis — HG3
  - (iv) MG — AZ (Red), FZ-Prime (Yellow), HZ (Red/White)
  - (v) MOJO — D2, D3
  - (vi) Yokohama — MF-GP1, MS-YO1

- b) Wet
  - (i) ~~MG WT (White)~~ Bridgestone – YGR
    - 1) Front Tyre size must be
      - a. 10 x 4.20 - 5
    - 2) Rear Tyre size must be
      - a. 11 x 6.00 – 5
  - (ii) ~~Dunlop – KT65LW1, KT11, KT13, KT14W13~~
  - (iii) ~~MG WZ (White)~~
  - (iv) ~~MOJO W2~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with bead retention.
- e) ~~The Tyres permitted for use at a Meeting will be listed in the Supplementary Regulations.~~

## 8 **General**

- a) Minimum weight including the Driver, will be specified in **State Regulations** or the Supplementary Regulations for a Meeting
  - (i) Minimum weights may be altered during a Meeting to equalise performance.
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) **Competition** Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Permitted Modifications
  - (i) In accordance with the relevant Homologation

### Sportsman

#### 1 **Class**

- a) Sportsman

#### 2 **Age**

- a) Restricted by Licence

#### 3 **Competition Eligibility**

- a) Club
- b) **Zonal**
- c) **State Series, Cup - If specified in State Regulations or** Only with the prior written approval of KA

#### 4 **Licence Requirements**

- a) A Driver must hold a Senior licence
- b) A State Association with the approval of KA may implement a Minimum licence grade requirement.

#### 5 **Chassis**

- a) Must comply with the Rules
- b) No Class specific conditions.

#### 6 **Drivetrain**

- a) Engine
  - (i) Determined by the SKC Class specifications and as approved by KA
  - (ii) Technical specifications available at [karting.net.au](http://karting.net.au)
  - (iii) Maximum Number of engines permitted to be used by the Driver from the commencement of the first qualifying session at each Meeting
    - 1) Two (2)
- b) Carburettor
  - (i) In accordance with the relevant engine Homologation
- c) Induction Noise Silencer
  - (i) In accordance with the relevant engine Homologation
- d) Exhaust
  - (i) Header Pipe
    - 1) In accordance with the relevant engine Homologation
  - (ii) Restrictor Plate
    - 1) In accordance with the relevant engine Homologation
  - (iii) Muffler
    - 1) In accordance with the relevant engine Homologation
- e) Ignition
  - (i) In accordance with the relevant engine Homologation
- f) Cooling
  - (i) In accordance with the relevant engine Homologation
- g) Transmission
  - (i) Gearbox not permitted
- h) Starter
  - (i) In accordance with the relevant engine Homologation
- i) Clutch

- (i) In accordance with the relevant engine Homologation
- j) Fuel
  - (i) No Class specific conditions

## 7 **Tyres**

- a) Dry
  - (i) ~~Dunlop - DFM~~ Bridgestone—YGK, YJC, YGL, YDS
  - (ii) ~~MG - HZ Option (Red/White), FZ Prime (Yellow)~~ Dunlop—SL1A, SL6, DEH, DEM, DFM CIK—F/Z Option, DFH CIK F/Z Prime
  - (iii) ~~MOJO - D2, D3~~ Maxxis—HG3
  - (iv) ~~MG—AZ (Red), FZ Prime (Yellow), HZ (Red/White)~~
  - (v) ~~MOJO—D2, D3~~
  - (vi) ~~Yokohama—MF-GP1, MS-YO1~~
- b) Wet
  - (i) ~~Dunlop - KT14W13~~ Bridgestone—YGR
  - (ii) ~~Dunlop—KT6SLW1, KT11, KT13, KT14W13~~
  - (ii) ~~MG WT (White)~~ MG-WZ (White)
  - (iii) ~~MOJO W2~~
- c) From the commencement of the first qualifying session at a Meeting, only one (1) set of Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules) is permitted for use during the Meeting unless otherwise specified in Supplementary Regulations.
- d) Must be fitted with bead retention.
- e) Dry Tyres permitted for use at a Meeting will be listed in the Supplementary Regulations.

## 8 **General**

- a) Minimum weight including the Driver, will be specified in the Supplementary Regulations for a Meeting
  - (i) Minimum weights may be altered during a Meeting to equalise performance.
- b) Data Logging
  - (i) No Class specific conditions
- c) Apparel
  - (i) Refer to Technical Rules - Apparel
- d) **Competition** Numbers
  - (i) Background: Yellow
  - (ii) Numbers: Black
- e) Permitted Modifications
  - (i) In accordance with the relevant Homologation

## Vintage Karting

### 1 Preamble

- a) The Class of Vintage Karting is to preserve, promote, monitor, co-ordinate and regulate vintage and historic Karting and its related activity.
- b) A Vintage Kart is as defined in **these Rules**, the ~~KA approved Rules of the National Vintage Committee (NVC).~~
- c) Racing of Vintage Karts is strictly forbidden.

### 2 Licences

- a) The Minimum licence requirement for Vintage Karting is a KA Vintage licence
- b) A Driver is permitted to participate in a **practice, single or multi kart** parade and multi-kart demonstration **events and time trials** only.
- c) The Minimum age of a Driver to be eligible to drive a Kart is fifteen (15) years old.
- d) All licences issued must comply with these Rules.
- e) **A Medical Certificate in the form approved by the National Medical Officer is required for all Drivers 60 years of age and over.**

### 3 Application for a KA Vintage Licence

- a) Refer to Competition Rules – Competition Licences.

### 4 Kart Registration

- a) Vintage Kart registration is granted by the **KA Vintage Committee ("VC")** ~~NVC~~. All Karts must be registered with the **VC** ~~NVC~~ and show their registration sticker to be eligible for Practice, Parade/s, Demonstration/s and **Regularity Time Trial/s** on a Track.
- b) Once registered, a Vintage Kart will be issued with a registration sticker. This is to be affixed to the Vintage Kart at all times as proof of registration. Contact your State Vintage Club Secretary for registration.
- c) The owner of a Vintage Kart must be a member of a **Club or Vintage Kart Club ("Vintage Kart Member")** before applying for registration of a Vintage Kart.
- d) Once registered, a Vintage Kart will be issued a log book in accordance with these Rules.
- e) Kart registration only remains valid whilst the owner remains a **Vintage Kart Member**. ~~of a State approved Historic Kart Club.~~
- f) ~~The VC will NVC~~ issue **annual** stickers **annually to Vintage Kart Members that** display the year of registration of the Kart ("**Vintage Stickers**").
- g) **Vintage Annual** Stickers must be attached to the registered Vintage Kart and applicable Vintage Kart's log book, indicating the Vintage Kart's owner is a current **Vintage Kart** ~~NVC~~ Member and has not been issued with any **major** penalty.
- h) To be eligible for registration, a Vintage Kart must be either an original, an original restoration or a faithful replica. Three photographs (front, side and rear) must accompany the registration application.
- i) The Vintage Kart can only be driven on any Track if specifications and appearance match the issued log book.
- j) The following fees shall apply to the registration and transfer of Vintage Karts:
  - (i) Registration (one time only) - \$25.00 per Kart for each of the first four (4) Karts registered by a Vintage Kart Member;
  - (ii) Registration (one time only) - \$15.00 per Kart for all subsequent Karts belonging to the same Vintage Kart Member;
  - (iii) Transfer - \$25.00 per Kart.

## 5 Kart Log Book

- a) All Vintage Karts must be accompanied by an **VC NVC** issued Log Book. This log book is to be available as proof of registration for scrutineering and operation on a Track.
- b) Log Books will be issued by the **VC NVC** upon completion of registration.
- c) The Log Book will clearly identify the Vintage Kart, including the registration number and records the Model, Year and Relevant Class or Classes of the Vintage Kart.
- d) The log book must contain at least three (3) photo's showing front, rear and side views of the Vintage Kart. Photos must be clear enough to identify the features of the Vintage Kart.
- e) Any alterations to the Kart should be in keeping with the original log book specifications. In the case of motor substitution, the alternate motor must be compliant with the era listed in the log book **and with the Rules**.
- f) When a Vintage Kart changes ownership the current logbook **will be transferred for registration with the VC** to the new **owner strictly on the basis that the new owner is a Vintage Kart Member.** member for registration with the NVC.

## 6 Vintage Events **Parades, Demonstrations and Competitions**

- a) The following types of event may be conducted for Vintage Karts either as a Parade, a Demonstration or Regularity Trial as a component of any Event or as individual components of a stand-alone Vintage Karting Event:
  - (i) **Practice session in preparation for a Parade, Multi-kart Demonstration and/or Time Trial.**
    - **The Practice session must be included in the Supplementary Regulations.**
  - (ii) **Parade**

A parade is a display of either a single kart or group of karts at a moderate speed. The following conditions **apply: must be observed:**

    - A kart designated by the Clerk of the Course as the official **Pace Kart** shall lead the Parade **so as to control the pace of the Karts on the Track.** ~~and another shall close it. For the avoidance of doubt the nominated "official karts" may be Vintage karts participating in the Parade;~~
    - ~~Each of these official karts shall be driven by an experienced driver who shall be under the control of the Clerk of the Course;~~
    - Overtaking is strictly forbidden;
    - ~~Timing is forbidden; and~~
    - The Parade must be included in the Supplementary Regulations.
  - (iii) **Multi-Kart Demonstration**

A Demonstration is a display of a Vintage Kart's performance. The following conditions apply:

    - ~~A kart designated by the Clerk of the Course as the official kart may be driven ahead of the field by an experienced driver who shall be under the control of the Clerk of the Course. For the avoidance of doubt the nominated "official kart" may be a Vintage kart participating in the Demonstration;~~
    - All normal Officials and services required for Competition **in accordance with these Rules** must be provided;
    - **Karts must leave the out grid in their Division and era. Combining high performance karts and lower performance karts is strictly prohibited.**
    - **Drivers of vintage karts wishing to show the full potential of their kart in a demonstration must do so in a safe manner and in accordance with the Rules.**
    - **A start signal will not be given as racing is strictly prohibited.**



- Overtaking is permitted only in designated areas of the Track that will be indicated by marker cones and/or blue flags/lights and then only when it is safe to do so. ~~strictly forbidden unless under the instructions of Officials showing blue flags;~~
  - The onus rests at all times with the overtaking Driver to drive their kart in a safe manner having due regard for the conditions and any difference in speed between the Vintage Karts on the Track;
  - The number of karts on the circuit will be 70% of the Circuit's licenced capacity;
  - Timing is forbidden; and
  - The demonstration must be included in the Supplementary Regulations.
- (iv) **Time Regularity Trial**  
 An Event in which a Competitor is timed for two (2) laps. A competition in which each Competitor nominates their target time beforehand and in which the results are determined on the basis of variation from this time. A regularity trial shall not be, nor include, a speed-event.
- Each Competitor will complete one (1) warm-up lap immediately followed by two (2) timed laps and one (1) cool down lap.
  - All normal Officials and services required for Competition in accordance with these Rules must be provided;
  - Each Driver must wear safety apparel as required by the Rules;
  - The maximum number of karts on the Track at any one time will be two (2); circuit will be 70% of the Circuit's licenced capacity;
  - The Regularity Trial must be included in the Supplementary Regulations.
- b) A Vintage karting Meeting of National or International significance must be designated as either a National Meeting or an International Meeting in accordance with the Rules
- c) An Organising Club is to submit an application for an Organising Permit in accordance with the Rules to their SKC for the conduct of a Vintage Meeting.
- d) The Organising Club must submit the Supplementary Regulations in accordance with the Rules, clearly identifying all of the types of Events to be conducted at the Meeting to their SKC for approval and the issuing of an Organising Permit.
- e) All recognised Divisions and Eras prescribed in the Rules must be permitted to participate in a Vintage Event.
- f) All Drivers must be licenced in accordance with these Rules.
- g) Drivers who have no previous Kart driving experience must start at the rear of any Field.
- h) Drivers must at all times wear the Apparel as defined in Technical Rules - Apparel, except in a single-kart Parade, where period-correct clothing may be worn.
- i) Only Licensed Drivers with registered Vintage Karts displaying a current Vintage Sticker may participate in Vintage Events, Practice, Parades, Demonstrations and Time Trials. on a Track:
- i) Fastest Karts to front, slowest to rear, in their Class when leaving grid.-
- (i) Karts must grid up for three (3) parade laps;
  - (ii) Drivers of Vintage Karts wishing to show their full potential of their Vintage Kart in a Demonstration or a Regularity Trial must do so in a safe manner.
  - (iii) Wherever overtaking is permitted, there will be no overtaking at high speed. For the avoidance of doubt, the onus rests at all times with the overtaking Driver to drive his/her kart in a safe manner having due regard for the conditions and any difference in speed between the Vintage Karts on the Race Track;
- j) Dangerous or unsporting driving is strictly prohibited and may result in Exclusion from the Event or the Meeting.

- (i) If during any Vintage Karting session a Driver is found **by the Stewards of the Meeting and/or the Clerk of the Course** to be driving in a dangerous or unsporting manner or racing ~~by the Stewards of the Meeting and/or the Clerk of the Course~~ a black and white diagonal flag and their race number will be displayed this will be the first and only warning to the Driver during the Meeting,
- (ii) If a Driver is found to be driving in a dangerous or unsporting manner for a second time during the Meeting, a black flag and their race number will be displayed. The Driver must return to the in Grid within the lap it is shown and ~~you~~ will be Excluded from the remainder of the Meeting.
- k) The Stewards of the Meeting/Clerk of the Course will be Judges of Fact in the determination of dangerous and unsporting driving.

## 7 Scrutineering

- a) All Vintage Karts are required to pass scrutineering in accordance with these Rules.
- b) Log books for Vintage ~~Historic~~ Karts must be carried at all times and be made available for inspection by the relevant Official when requested at a Meeting.

## 8 Recognised Divisions and Eras Classes

- a) Karts and Engines ~~Pre 1962: Historic~~
  - (i) Era 1: Pre 1963: Historic
  - (ii) Era 2: 1963 - 1969: Vintage
  - (iii) Era 3: 1970 - 1980: Classic (pre side pod Karts)
  - (iv) Era 4: 1981 - 1991: Post-Classic Kart
  - (v) Era 5: 1992-2000: ~~1992 onwards~~ Modern Classic Kart.
- b) Karts and Engines must strictly comply with their correct Era.
  - (i) To be eligible **for registration as a Vintage Kart**, a Kart/ Class/ Engine must have been removed from the general KA ~~AKA~~ Rules for a minimum of 15 years.
  - (ii) The criteria for determination for the correct Era shall be determined by the VC registration panel. The newest component, being either the Kart or the Engine, shall determine the Era of registration.
- f) ~~Super engine — 130/200cc Rotary & Reed. Karts must be pre-side pods with 1991 or earlier model engine(s) fitted.~~
- g) ~~Karts of Historical significance, with accompanying justification to be considered for acceptance by the NVC.~~

## 9 Tyres

- a) Tyres shall be of similar size, profile and equivalent compound as originally raced.
- b) Tyres for all Classes will be as provided for in the relevant AKA Rules for the year of the Kart.
- c) For Classic, Post Classic, Modern Classic and Super engine Classes the default Tyre shall be of SL type.

## 10 Push Start Kart

- a) A push start kart may be used in the in grid in accordance with the directions of the Officials.

## **KARTING AUSTRALIA SUPPLEMENTARY REGULATIONS**

These Rules may be contained within the Supplementary Regulations for any general Meeting or issued as a separate document, but in either case must be approved by the KA State Association in which State the Event is to be held.

### **1. Organisers**

Insert here the name and address and phone numbers of the organising Club.

### **2. Date and Place of Meeting**

Insert the date(s) of the Meeting and the name and address of the circuit. At some circuits it may also be necessary to specify the specific Track to be used and the direction of racing.

### **3. Vintage Scrutineer/s / Appointed Official**

At all Meetings at least one suitably qualified VC appointed Official will be nominated to assist the general Meeting Officials with scrutineering and while Karts are in operation.

### **4. Timetable**

Close of entry

Scrutineering

Official demonstration only

Separate Vintage Kart Drivers Briefing

### **5. Insurance**

Insurance has been affected for this Meeting in accordance with the Rules.

## **Endurance Karting**

### **1 General**

- a) Organising Club to submit Supplementary Regulations to the State Office for approval and for the issuing of an Organising Permit.

### **2 Officials and Duties for Endurance Karting**

- a) Extra Essential Officials:
  - (i) At each Meeting there shall be at least one (1) Pit Marshal appointed by the Clerk of the Course.
  - (ii) At each Meeting, there shall be at least one (1) Refuelling Marshal appointed by the Clerk of the Course.
  - (iii) At each Meeting Flag Marshals will be appointed by the Clerk of the Course.

### **3 Parc Fermé /Paddock**

- a) For endurance Karting, designated pit crews are permitted in the pit area during racing.

### **4 Formula**

- a) Sprint racing as per Class Specifications.
- b) **Entry** numbers not applicable to endurance Karting

### **5 Time for Practice**

- a) The Promoters (Club) must provide time for practice for all Competitors on the day of Competition or the day immediately prior to the Meeting.

### **6 Change of Motors**

- a) Not applicable to endurance Karting.

### **7 Introduction**

- a) An endurance Karting Event is an Event conducted on a circuit with a sealed surface in which the winner is declared after a set time limit or a set distance usually with a duration of not less than one (1) hour.

### **8 Endurance Racing Competition Regulations**

- a) Team Registration
  - (i) All Drivers/teams in an Event are required to submit a completed Entry form for the team prior to the nominated entry closing time as specified in the Supplementary Regulations for the Meeting.
  - (ii) Teams may nominate a Team Name which may be a company, business or other name. This name must not be offensive to the public or other Competitors.
  - (iii) **No individual driver may cross-enter between classes at any Event where there is multi-class racing in the same race or heat. Events where a single class compete in a race or heat are accepted.**
- b) Licences
  - (i) Seniors and Juniors are not permitted on the Race Track at the same time.
  - (ii) The Minimum licence requirements for endurance Karting are as follows:
    - Honda Engine: D Grade
    - Briggs & Stratton Engine: D Grade
    - Torini Engine: D Grade
    - Subaru Engine: D Grade
    - D Grade Licence holders will be required to start each race at the rear of the grid in qualifying order.

c) Required Number of Drivers

- (i) The Minimum number of Drivers that can be nominated for an Event is as follows:
  - Up to 6 hours: Minimum 2 Drivers
  - Over 6 hours and up to 12 hours: Minimum 3 Drivers
  - Over 12 hours: Minimum 4 Drivers
- (ii) Once a race has commenced, there can be no change to the Drivers nominated for that Event.
- (iii) Cross entering of Drivers between teams is not permitted.

d) Driving Limit

- (i) No Driver is permitted to drive for more than 60 minutes without a Driver change.
- (ii) A Minimum break of at least 20 minutes must be taken in between driving stints.
- (iii) Minimum penalty for each infringement is a Computer lap penalty of five (5) laps.

e) Compulsory Pit Stops

- (i) The number and format of compulsory pits stops required will be specified in the Supplementary Regulations for each Event.
- (ii) Each Event is required to have the following Minimum number of compulsory pit stops:
  - 2 hour events – 4 pit stops (including the stop at the end of the Event)
  - 4 hour events – 8 pit stops (including the stop at the end of the Event)
  - 6 hour events – 10 pit stops (including the stop at the end of the Event)
  - 7 hour events – 12 pit stops (including the stop at the end of the Event)
  - 8 hour events – 13 pit stops (including the stop at the end of the Event)
  - 9 hour events – 14 pit stops (including the stop at the end of the Event)
  - 12 hour events – 19 pit stops (including the stop at the end of the Event)
  - 24 hour events – 36 pit stops (including the stop at the end of the Event)
- (iii) It is the responsibility of each team to monitor the number of pit stops.
- (iv) The electronic pit stop record is not available to teams.
- (v) Drive through and Stop/go penalties do not count as compulsory pit stops.
- (vi) In the event of extreme heat (35 degrees or above) or severe weather, the Clerk of the Course may indicate that additional driver swap pit stops are required to be taken in addition to the normal amount. Once this has been declared all teams must comply with the increased pit stop limit.

f) Timing and Lap Scoring

- (i) All timing and lap scoring will be computerised using the TEKA electronic transponder and timing system. Any Driver, team member or pit crew attempting to interfere or tamper with this equipment, will along with the entire team, be Excluded from the Event and all entry fees will be forfeited. Apart from the designated Official(s) no person is to touch the race computer.
- (ii) It is the responsibility of the team to securely attach the transponder to the Kart. If the transponder is dislocated or dislodged during the race, it is the team's responsibility to replace it. At the discretion of the Clerk of the Course, and taking into account the circumstances, time lost may be adjusted on the electronic timing system.
- (iii) The transponders must be mounted in an appropriate upright position (i.e. the "R" clip at the top) on the back of the seat. It should be secured at a height of 25cm ±5cm. This height will ~~can~~ be measured from the ground to any part of the transponder.
- (iv) Should the timing system fail at any time for any reason whatsoever, the race will be red flagged and the race order for the restart or results will be as shown on the most relevant printout or computer record to be determined by the Officials.

- (v) Should a team's transponder fail, they will be credited with laps equivalent to time from the point at which the transponder ceased to function to the time they rejoin the race with a replacement transponder. The method for determining the number of laps to be credited will be to take an average lap time based on the team's performance immediately prior to the failure of the transponder. Pit or fuel stops will be taken into consideration when making such calculations. Laps will only be credited where the Clerk of the Course determine that there has been a genuine transponder failure. Note: If a battery was not sufficiently charged prior to the Event by the Competitor, this is not considered a genuine transponder failure and consequently any loss of laps and/or position as a result will remain.
- (vi) A team will not score any points if the Kart does not cross the start/finish line at the completion of the Event under its own power within two minutes of the chequered flag being waved to signal the completion of the Event. This result will be recorded as a DNF.
- (vii) If a Kart does not cross the finish line within two (2) minutes of the chequered flag being first displayed to signal the completion of the race, this will result in being recorded as a DNF but points will be awarded as stipulated by the Supplementary Regulations for that Meeting.
- (viii) A Kart may not exit pit lane and return to the Track after the chequered flag being waved to signal the completion of the Event. This result will be recorded as a DNF.
- g) Qualifying
  - (i) Qualifying procedures will be specified for each race in the Supplementary Regulations for that Meeting.
  - (ii) During qualifying, Drivers should be particularly aware of other Karts on the Race Track.
  - (iii) The Clerk of the Course may black flag Drivers who are impeding the qualifying laps of other Drivers.
  - (iv) Weaving to warm Tyres during qualifying is not permitted.
  - (v) Tyres used during qualifying must be used to commence the race unless the Clerk of the Course indicates that there has been a change in race conditions.

## 9 Pit Area

- a) The pit area is the area designated by the Clerk of the Course for Driver changes.
- b) Driver changes are not permitted in the refuelling or weighing area unless specifically permitted by the Clerk of the Course for a particular activity or Event.
- c) The Clerk of the Course may appoint a Pit Marshal(s) to control the pit area. Competitors are required to obey the directions of the Pit Marshal(s) at all times.
- d) Karts must be driven at a safe speed within the pit area as specified by the Clerk of the Course for that race. Pit speed limits are applied for safety reasons and will be strictly policed and enforced by the Clerk of the Course or Pit Marshal(s). A Minimum time period may be specified for a Kart to travel from the pit entry to the pit exit.
- e) No mechanical repairs or tools are permitted in the Driver change area. The only tools permitted in this area are those required to carry out minor work. The only work permitted on a Kart in this area is chain lubrication, Tyre pressure adjustment using a hand pump or air bottle and Tyre pressure gauge or lead/ballast changes. All Only tools and equipment required for such work minor repairs are permitted in this area and all items must be removed to a safe location immediately after use. Chain oiling and minor mechanical or damage repairs only are permitted in this area. Any breach of this Rule may incur a penalty of up to 5 laps for a first offence.
- f) For repairs requiring more than two (2) minutes, the Kart must be removed to the paddock area. Any Kart removed to the paddock area may be inspected by a Scrutineer(s) or the Clerk of the Course prior to being permitted to restart.
- g) Extreme care and caution should be exercised when rejoining the circuit from the pit lane. You should only rejoin the circuit when it is safe to do so or when instructed to do so by the Pit

Marshal. Pit Area infringements may result in any of the following penalties: stop/go penalty, computer lap penalty or Exclusion from the Event.

- h) During an Event (including practice, qualifying and race) only the Driver getting out of the Kart, the Driver getting into the Kart and one pit crew are permitted in the pit area. Once a pit stop has been completed they are to leave the pit area immediately. One member of the team is permitted in the pit area to monitor the race and to signal the Driver.

## **10 Minimum Weight and Weighing Procedures**

### **a) Minimum Weight**

- (i) All Karts must run to a Minimum weight as stipulated for a particular engine including the Driver, engine and engine oil.
- (ii) The weight measured on the designated official scales at each Meeting shall be final with no recourse permitted.
- (iii) The Minimum weight for each engine type is as follows:

Subaru Class: 175kg	Torini Class: 190kg
Honda Class: 185kg	Briggs & Stratton Class: 190kg

- (iv) Karts may be weighed at any time during qualifying, the race or at post race scrutineering at the discretion of the Clerk of the Course. Penalty for Infringement: 5 laps deducted for every kilogram or part thereof under the Minimum weight.
  - (v) If a Kart is underweight it will be required to be re-weighed. In this case the team requiring reweighing may have to wait for any other teams waiting to use the scales.
- b) Fixing of Ballast to the Kart**
- (i) Ballast may be added to the Kart but must be firmly attached with secure mechanical fixings.
  - (ii) Any ballast carried in the seat or seat insert must be restrained by a method deemed acceptable by the scrutineer.
  - (iii) It is the team's responsibility to supply ballast if required.
  - (iv) A team may be disqualified from the Event if any ballast becomes dislodged during practice, qualifying or the race.
  - (v) No diver's belts or other methods of ballast are to be carried by Drivers.
  - (vi) It is a serious offence to have any ballast in a Driver's clothing or on a Driver's person.

### **c) Weighing Procedure**

- (i) The standard weighing procedure will be as follows:
  - The Driver will bring the Kart to the weighing area at a safe speed (no faster than walking pace).
  - The Driver will only proceed onto the scales when instructed to do so by the Weighing Marshal(s).
  - Once the Kart and Driver have been weighed, the Weighing Marshal(s) will instruct them to move off the scales.
  - The Driver may not leave the weighing area until directed to do so by the Weighing Marshal(s).
  - No contact is permitted between the Driver and any other team member, pit crew or spectators.

### **d) Timing of Weighing**

- (i) During the race, all weighing stops will be timed by the Weighing Marshal(s).
- (ii) The time period for weighing is to be stipulated by the Clerk of the Course dependent on the circuit configuration and will be applied equally to each Competitors.

### **e) Infringements**

- (i) Weighing Area infringements, other than underweight, may result in any of the following penalties:

- stop/go penalty,
- computer lap penalty or
- Exclusion from the activity or Event.

## **11 Fuel and Refuelling Procedures**

### **a) Fuel**

- Permitted fuel for practice, qualifying and endurance races will be premium unleaded petrol or unleaded petrol which is readily available to the general public.
- Competitors are to supply fuel for qualifying and racing sourced from approved suppliers.
- Fuel is to be provided to the designated Official(s) at scrutineering in approved containers, clearly marked with team details for return.
- Competitor supplied fuel is for use in the common pool fuel supply used for qualifying and racing. Competitors must provide proof of approved fuel supply source with their race documentation.

### **b) Refuelling Area**

- Refuelling during qualifying and races must only take place in the designated refuelling area.
- Smoking is forbidden in this area and admission is prohibited to all persons other than the Refuelling Marshal(s) and Competitors refuelling their Karts.

### **c) Access to Refuelling Area**

- The refuelling area will be opened approximately thirty (30) minutes after the commencement of the race and will remain open for the duration of the race except during safety vehicle periods when the refuelling area will be closed.
- Should a Competitor wish to refuel during a safety vehicle period, they will be required to wait until racing resumes.

(iii) Additional refuelling requirements may also be stipulated in an event's Supplementary Regulations.

### **d) Refuelling Marshal(s)**

- Competitors are required to obey the directions of the Refuelling Marshal(s) at all times.

### **e) Refuelling Procedure**

- The standard refuelling method will be as follows:
  - The Driver will bring the Kart to the refuelling area at a safe speed (no faster than walking pace).
  - The Driver will be responsible for switching off the engines before getting out of the Kart.
  - It is the Drivers responsibility to activate the Electronic Fuel Timing System.
  - The Driver must then move away from the Kart to the designated Driver area or to an area as directed by the Refuelling Marshal(s), with ready access to the fire extinguishers.
  - The Driver will at all times during the refuelling process remain in the designated Driver area.
  - The Driver may be required to hold and be prepared to use one of the refuelling area fire extinguishers.
  - The Driver may only return to the Kart when directed to do so by the Refuelling Marshal(s).
  - The Refuelling Marshal(s) will replace the fuel cap(s) and restart the motors.
  - The Driver may not leave the refuelling area until the electronic fuel timing system light turns to green or until directed to do so by the Refuelling Marshal(s).
  - No Driver changes, mechanical or damage repairs, oiling of chains, etc may be carried out on the Kart at any time whilst it is in the confines of the designated refuelling area.
  - No queue jumping is permitted in the refuelling area unless directed by an Official.



- Fuel Marshall and Refuelling Marshall must be present.
- The competitor must leave the fuel bay at the conclusion of the pit stop. No stacking of fuel stops will be permitted.
- (ii) The Minimum number of refuelling stops will be specified in the Supplementary Regulations for a Meeting.
- f) Timing of Refuelling
  - (i) During the race, all refuelling stops will be timed by the Refuelling Marshals or by an electronic fuel timing system.
  - (ii) The time period for refuelling is one (1) minute. A longer refuelling time may be stipulated in the Supplementary Regulations for a Meeting.
- g) Fuel Cap(s)
  - (i) Drivers are advised to check the tightness and security of fuel cap(s) prior to leaving the refuelling area.
- h) Safety
  - (i) Refuelling has the potential to be dangerous.
  - (ii) Any Driver, team member or pit crew which recklessly endangers themselves or anyone else during the refuelling process may be Excluded from the Event.

## 12 Race Regulations

- a) Starting Grid
  - (i) All Karts must be taken to the marshalling / dummy grid at least five minutes prior to the commencement of the race.
  - (ii) The pit lane will close five (5) minutes before the commencement of the race and any Karts not on the grid will start from the pit lane, or from the rear of the Field at the discretion of the Clerk of the Course.
  - (iii) Starting from the pit lane may mean that the "out" lap is not electronically recorded as a race lap. In this case, there will be no computer adjustment.
- b) Race Start
  - (i) Karts will do the number of warm-up laps as directed by the Clerk of the Course (normally two (2)) and will then be directed to their grid positions on the completion of the final warm-up lap.
  - (ii) The first warm-up lap is 'free', that is, weaving is permitted.
  - (iii) The second warm-up lap is under starter's orders and no weaving is permitted.
  - (iv) During the warm up laps, Karts are to maintain grid position.
  - (v) The start Officials will direct Karts to grid positions.
  - (vi) Unless grid positions are marked on the Track, the pole position Kart may elect as to which side of the Track they will start; the Clerk of the Course will then direct the starting position of all other Karts.
  - (vii) When all Karts are in their grid positions the race start will be signalled.
- c) Access to the Track
  - (i) Unless authorised by the Clerk of the Course, apart from the Driver, no team member, pit crew, spectator or other person is to access the Race Track Area during an activity or race.
- d) Breakdown or Stoppage on the Circuit
  - (i) Should a Kart break down on the circuit the Driver is permitted to carry out minor repairs to allow the Kart to rejoin the race or to expedite the return of the Kart to the pit area.
  - (ii) Any repairs may only be effected by hand and no tools are permitted to be carried by the Driver, on the Kart or to be taken onto the circuit. No other team member may assist in any such repairs.

- (iii) Repairs are only permitted once the Kart and Driver have been moved to a position of safety.
- (iv) Whilst in the confines of the Track the Driver must leave all protective clothing on including helmet, driving suit, boots and gloves.
- (v) If a Kart continues on the circuit with some mechanical or structural issue, if in the opinion of the Officials this constitutes a danger, then they may be given a 'black' or 'black/orange' flag in accordance with these Rules
- (vi) Karts may not re-enter the circuit on one engine.
- (vii) Repaired Karts may rejoin the race in accordance with these Rules
- e) Safety vehicle
  - (i) A safety vehicle may be used from time to time to control the race under certain circumstances.
  - (ii) Should the need to use the safety vehicle arise the following protocol should be observed.
  - (iii) A white board with the initials SK in black will be used to indicate a Full Course Caution. At the same time, the entire Course will be signalled as a Full Course Caution. This indicates that a safety vehicle or slow vehicle is on the circuit or likely to enter the circuit. Competitors must slow down and maintain position. No overtaking is permitted.
  - (iv) In the event of a full Course caution, where possible or safe, the safety vehicle will enter the circuit in front of the lead Kart. If unable to enter the circuit in front of the lead Kart, Drivers will be waved past by the safety vehicle Driver, Clerk of the Course or nominated Official until the lead Kart is behind the safety vehicle. Unless specifically instructed by the safety vehicle Driver, Clerk of the Course or nominated Official, under no circumstances do you overtake the safety vehicle. All Karts must proceed in single file behind the safety vehicle.
  - (v) Under a safety vehicle, Karts should attempt to close up on the line of Karts behind the safety Kart and should not unfairly impede the progress of the Kart behind. In these circumstances, the Clerk of the Course or nominated Official may wave the Kart behind through and may impose a stop/go penalty on the impeding Kart.
  - (vi) As soon as a full Course caution is instated, the Pit entry shall be closed to all Karts. No pits stops are permitted until the Field is stabilised behind the lead Kart and the Pit entry is opened by the Clerk of the Course.
  - (vii) When the situation has been stabilized behind the safety vehicle, the Clerk of the Course may open the pits for compulsory pit stops (excluding refuelling), Driver changes and / or repairs. Pit stops are then permitted whilst the safety vehicle is on the circuit however, you must rejoin the circuit at the end of the single file line behind the safety vehicle. Refuelling is not permitted under a full Course caution or safety vehicle period.
  - (viii) One (1) lap prior to the safety vehicle leaving the circuit, the safety vehicle Driver, Clerk of the Course or nominated Official will indicate that there is one lap to go. Once the safety vehicle leaves the circuit, all Karts must remain in single file and may only resume racing once their Kart has crossed the start line. Minimum penalty for Infringement: Stop/go penalty.
- f) Race Stoppage and Restart
  - (i) In the event of a restart, the starting grid order will be as specified in the Rules
  - (ii) Restarts will be single file rolling start and Competitors will be given one (1) warm up lap in single file grid order. Overtaking on the warm up lap is forbidden.
  - (iii) Once the lead Kart has crossed the start line on the warm up lap, the race will be considered as restarted and any Karts requiring entry to the pit area will be permitted to do so. Karts wanting to rejoin at this point can only do so once the last Kart in the single file has gone past the pit lane exit on the warm up lap or once the last Kart has gone past the pit lane exit on the first racing lap of the restart. (ie. you must rejoin at the rear of the Field not the front).

- (iv) During a race stoppage, Karts may not be removed to the paddock area for mechanical or damage repairs. All Karts shall remain in Parc Fermé area under the control of the Officials. No work or refuelling is permitted during this time.
- g) Radio Equipment
  - (i) Radio equipment that is able to access the race Official's radio channels is not permitted in the pit / paddock area, the "out" grid or the "in" grid at any time during an Event.
  - (ii) A separate two-way radio communication system between the Driver and their pit crew will be permitted as approved by the Scrutineers.

### 13 Offences and Penalties

#### a) Types of Penalties

- (i) The Clerk of the Course may impose any one or combination of the following penalties:
  - reprimand;
  - drive through penalty;
  - stop/go penalty (10 seconds to 5 minutes);
  - computer lap penalty;
  - place penalty;
  - points penalty (Event or championship);
  - revision of grid position;
  - Exclusion of Driver, team member or pit crew;
  - Exclusion from activity, Event or championship;
  - fine or suspension.

#### b) Drive Through Penalty

- (i) A pit board displaying a Competitors competition number and the words "Drive Through Penalty" will be displayed by the Pit Marshal to signify that a Drive Through Penalty has been imposed on a particular Competitor.
- (ii) When a Drive Through Penalty is imposed on a Competitor they must enter the pits immediately without impeding any other Competitor.
- (iii) The Driver must complete the Drive Through Penalty prior to rejoining the race.
- (iv) No work of any kind may be undertaken and a change of Driver is not permitted while serving a Drive Through Penalty.
- (v) At the completion of the driving stint, the Driver must report to the Clerk of the Course or Stewards of the Meeting immediately after returning to the pit area.
- (vi) The penalty for not completing a Drive Through Penalty will be a Stop/Go penalty.

#### c) Stop/Go Penalty

- (i) In Endurance Karting, a special flag (a green and red diagonal flag which may be unique for Endurance Karting) should be displayed together with a panel upon which the Competitors' Kart number is shown. This flag is used to signify that a stop/go penalty has been imposed on that Competitor or team.
- (ii) When a Competitor receives the special flag they are to immediately return to the pits next time ~~he/she~~ **the Driver** reaches it without impeding other Competitors.
- (iii) The Driver must complete the stop/go penalty together with any time penalty and can then rejoin the race.
- (iv) No Driver change, refuelling, mechanical repairs, Tyre pressuring or chain lubing is permitted during a stop/go penalty.
- (v) At the completion of the driving stint, the Driver must report to the Clerk of the Course or Steward immediately after returning to the pit area.
- (vi) Penalty for Infringement: An additional stop/ go penalty.

- d) Computer Lap Penalty
- (i) The Clerk of the Course may impose a computer lap penalty in lieu of, or in addition to, a stop/go or other penalty.
  - (ii) The computer lap penalty may be one or more laps.
- e) Forfeiture of Entry Fees
- (i) In the event that a team is Excluded from an Event or from the championship, entry fees are forfeited.
- f) Abuse, Threats or Assault
- (i) It shall be regarded as a serious offence for any Driver, team member or pit crew to abuse, threaten or assault any Official, member, Competitor, other team member or other pit crew.
- g) Responsibility of Driver, Team Member or Others
- (i) The Driver and/or team shall be responsible for all acts or omissions on the part of a Driver, team member, pit crew or any third party attached or associated with a Driver or team, but each of these shall also be responsible for any infraction of these Rules or instructions given by the Clerk of the Course or nominated Officials.

## 14 Kart Specifications and Regulations

- a) Tyres and Hubs
- (i) Permitted Tyres are as follows **unless otherwise prescribed in Supplementary Regulations in accordance with Rule (ii) herein:**
    - Dry: Dunlop SL1A (Front: 10 x 4.50 x 5 – Rear: 11 x 7.10 x 5)
    - Wet: Dunlop KT6-SLW1 (Front: 10 x 4.00 x 5 – Rear: 11 x 6.50 x 5)
    - Tyres must be marked by the Scrutineer(s) prior to qualifying.
  - (ii) **Alternate Tyres (not permitted for normal running)**
    - **Dunlop SL6A (Front: 10 x 4.50 x 5 – Rear: 11 x 7.10 x 5)**
  - (iii) The number of sets of prescribed dry Tyre and prescribed Wet Weather Tyres permitted in an Event will be specified in the Supplementary Regulations.
  - (iv) Rear hubs must not exceed 140mm in length. Metal collars intended to prevent the **hubs moving inwards axles moving laterally** may be fitted to the rear axle. ~~however these can be no more than 35mm wide each and there can be no more than 4 fitted to the axle and cannot be fitted adjacent to each other.~~
- b) Axle
- (i) The rear axle must be one (1) piece and must be steel.
  - (ii) Maximum overall length is 1100mm and Maximum rear measurement outside to outside rim and Tyre is 1400mm.
  - (iii) The rear axle diameter must comply with the following dimensions relative to the engine type:

Engine Type	Diameter	Other Requirements
Honda	OD 30.0mm / Maximum ID 19.0mm; or OD 30.0mm <b>OD 40.0mm /Maximum ID 36.25mm</b>	Tubular Solid
Torini	OD 30.0mm / Maximum ID 19.0mm; or OD 30.0mm <b>OD 40.0mm /Maximum ID 36.25mm</b>	Tubular Solid
Briggs & Stratton	OD 30.0mm	Solid
Subaru	OD 50.0mm / Maximum ID 46.25mm; or OD 40.0mm / Maximum ID 36.25mm; or OD 35.0mm / Maximum ID 29.0mm; or OD 30.0mm / Maximum ID 24.0mm; or OD 30.0mm	Tubular Tubular Tubular Solid

- (iv) Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.
  - (v) Metal collars intended to prevent the axle moving laterally may be fitted to the rear axle adjacent to and inside the outside rear bearings, however these can be no more than 35mm wide and there can be no more than four (4) fitted to the axle.
  - (vi) PVC or plastic sleeves fitted over the axle and intended to prevent the hub moving on the axle are permitted.
- c) Sprockets
- (i) Only one (1) sprocket may be fitted to the rear axle for each engine.
  - (ii) Only the final drive sprockets listed in the table below may be used:

Honda Engine	64 teeth or 66 teeth
Torini Engine	64, 66 or 68 teeth
Briggs & Stratton Engine	67 teeth
Subaru Engine	Open selection

d) Clutches

- (i) Torini engines must be fitted with a dry air cooled Noram GE19-219 or GEL19-219 centrifugal clutch.
  - (ii) All other Karts must be fitted with dry air cooled Noram GE20-219/ Noram GEL20-219 centrifugal clutches.
  - (iii) Clutches will be used to transmit the drive with a Maximum engagement speed of not more than 2,500 rpm engines speed.
  - (iv) The Noram GE20-219/ Noram GEL20-219 clutch sprocket has 20 teeth.
- e) Rear Bumper Bars
- (i) An extended rear bumper is mandatory and must be securely attached in at least two (2) separate mounting points across the Chassis.
  - (ii) The bumper can be made from metal or high impact plastic and must be of such a construction to withstand a substantial impact.
  - (iii) In side view the bumper must be in vertical plane.
  - (iv) The overall width of the bumper must not exceed the rear width of the Kart at any time, unless Wet Weather Tyres are fitted, however must at all times cover at least 50% of the width of the rear Tyre.
- f) Kart Numbers and Number Plates
- (i) The Kart numbers must be clearly visible, of non-reflective material and at least 130mm high and 20mm wide; generally in accordance with the Rules except as specified herein.
  - (ii) Number plates shall be coloured as follows:

Engine Type	Background	Competition Number
Honda Engine	Yellow	Black
Briggs & Stratton A Grade	Red	White
Briggs & Stratton B & C Grades	White	Red
Subaru Engine	Yellow	Black
Torini Engine	Black	White

- (iii) Numbers are required to be mounted on the side of the Kart, together with the front Nassua panel and on the rear.
  - (iv) The Kart numbers must be clearly visible, of non-reflective material and at least 130mm high and 20mm wide.
  - (v) Provisional licence holders must display a regulation red "P" on a white background on the rear of their helmet.
- g) Steering
- (i) For endurance Karting solid plastic/nylon tie rods with a Minimum outside diameter of 20mm and fitted with metal rose joint connectors are permitted.
- h) Plastic Chain Guides
- (i) For endurance Karting, plastic side plates or discs that extend a maximum of 15mm above the chain and that may be attached to the sprocket carrier are permitted.

## 15 Engine Specifications and Regulations – Honda Class

### a) Engines

- (i) The only permitted twin power plants are standard 6.5hp Honda GX200 series QXU engines in as supplied condition from Honda MPE Australia or it's appointed agents.
- (ii) Honda MPE Australia will admit no warranty claims on engines used in practice or racing.
- (iii) Engines will be mounted on each side of the Kart at the rear and drive the Kart through chains.

### b) Modifications

- (i) Modifications to engines are strictly limited to the following:
  - Removal of the governor mechanism and oil switch. If the whole mechanism is removed, the holes in the crankcase must be sealed to prevent oil leakage.
  - Fitting of alternative exhaust valves (Honda Part No. 14721-ZH8-810)
  - Fitting of the SEK Power pipe in lieu of
  - Fitting of alternative valve springs (Honda Part No. 14751-ZH8-940 or 14751-ZE1-000)
  - Fitting of alternative Carburettor Jets:
    - Size 68 (Honda Part No. 99101-ZF5-0680)
    - Size 70 (Honda Part No. 99101-ZF5-0700)
    - Size 72 (Honda Part No. 99101-ZF5-0720)
    - Size 75 (Honda Part No. 99101-ZF5-0750)
  - Substitution or complete removal of the air filter is permitted, however the outer air filter casing must remain as standard and in place. No modification to the outer air filter housing is permitted.
  - The linkage connecting the throttle cables to the standard carburettor throttle arm is free and it is permitted to fit throttle return springs to each carburettor.
  - Spark plugs and caps are free; however no spark enhancers or boosters are permitted.
  - **The standard manufacturer exhaust.**
- (ii) Apart from the modifications above, no engine parts other than genuine Honda parts, as specified for this engine type, may be used. Furthermore, it should be noted that the terms "standard" and "genuine" refer not only to the components used but also to the number used and the manner in which engines are assembled. Apart from the modifications specifically mentioned in these Rules, the engines should be completely standard and all components should remain in place unless it specifically states that you are allowed to remove them.
- (iii) Reborning of the engine or regrinding of the crankshaft is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.
- (iv) No polishing of the cylinder head, combustion area, inlet tract or exhaust port tract is

permitted. Chemical agents must achieve carbon removal only. It would not be expected to see casting marks or imperfections removed.

- (v) Remote engine kill switches are permitted however the standard start/stop switch must be retained and must function independently of any remote engine kill switch.
- c) Fuel System
  - (i) The only permitted fuel tank shall be a central fuel tank with a Maximum capacity of 9 10 litres. The fuel tank must not be filled in excess of the Maximum fill line of the fuel tank. If indicated in Supplementary Regulations, a Scrutineer may indicate a Maximum fill limit lower than the tank's capacity. If indicated, a line must be permanently marked of the fuel tank by a Scrutineer to the Maximum fuel level in litres.
  - (ii) Pulse Pumps can be fitted using either the original hole used by the governors once they have been removed or by utilising the inlet manifold. If via the inlet manifold, the fitting used must be a commercial off-the shelf product with no modifications and installed flush to no greater than 0.5 protrusion into the inlet manifold tract or cylinder inlet tract. If the port is modified in any other way the engine will not pass scrutineering.
- d) Non Tech Items
  - (i) Unless otherwise specified, non-tech items are:
    - Fuel Filter,
    - Clamps,
    - Pulse Line,
    - Switches,
    - Ancillary Mounts,
    - Fasteners,
    - Circlips,
    - Washer,
    - Bearings,
    - Springs,
    - Exhaust Support Brackets,
    - Chain Guards,
    - Chain Guard Brackets.
  - (ii) No alteration from the original manufacturer's specification is permitted to fit a non-tech item.
  - (iii) Addition fasteners or securing devices are non-tech items and may be fitted/added, to the Scrutineer(s) satisfaction.

## 16 Engine Scrutineering

- a) Engine Scrutineers will be approved and appointed from time to time. Only approved Engine Scrutineers may inspect and seal engines. Engine Scrutineers may charge a fee for this service. A list of currently approved Engine Scrutineers is available on request and is included in these Rules
- b) The Engine Scrutineer will pay particular attention to the finish of all components to ensure that they match the standard unit. The Engine Scrutineer may check and compare any suspect component with a standard part as supplied by Honda MPE Australia. Checks and measurements may be carried out to ensure that tolerances are within those specified by Honda.
- c) Engines will be sealed by the Engine Sealer using lock wire and lead or plastic seals.
- d) The Engine Sealer shall keep a record of the engine numbers of engines sealed for endurance Karting events.
- e) Engine seals will be inspected by the Scrutineer(s) prior to each Event. It is the teams responsibility to ensure that engine seals are intact and in place. If a seal is broken the engine

must be represented to the Engine Scrutineer for inspection and sealing. No engine inspections or sealing will be available at events unless specifically requested or approved by the organiser or the Engine Sealer.

- f) At the conclusion of an Event, the organisers reserve the right to inspect any Kart in any way to satisfy compliance with these specifications.
- g) At the conclusion of an Event, the organiser reserves the right to take away any engine or engines for inspection and/or dynamometer testing if they wish. If any infringement is found to exist the team will be liable for any inspection fee.

## **17 Engine Specifications and Regulations – Torini Class**

### **a) Engines**

- (i) The only eligible engine in the twin engine class is the Torini model number TRE210. The only eligible engine in the single engine class is the Torini model number TRE220.
- (ii) These engines will be delivered race prepared and sealed by Austech Industries through its appointed agents.  
Austech Industries offers a limited warranty on all Torini race engines. For further details see the Torini manual.

### **b) Modifications allowed**

- (i) Permitted additions include fitting of chain guards, engine mounts, inline fuel filters, fuel and pulse lines, fuel pumps, throttle linkage, cables and clutches.
- (ii) Unless otherwise specified, non-tech items are:
  - Fuel Filter;
  - Clamps;
  - Pulse Line;
  - Switches;
  - Ancillary Mounts;
  - Fasteners;
  - Circlips;
  - Washer;
  - Bearings;
  - Springs;
  - Exhaust Support Brackets;
  - Chain Guards;
  - Chain Guard Brackets.
  - Heat shield exhaust wrap;
  - Oil catch cans;
  - Chain guides;
- (iii) No alteration from original engine specification is permitted to fit a non-tech item.
- (iv) Spark plugs, leads and cap are free. No spark enhancers or boosters are permitted.
- (v) Torini (TAG) wiring harness model number TWH 210-20 to be used.
- (vi) The ignition kill switch cannot be removed and must function. Remote kill switches are allowed however the standard kill switch must be retained and must function independently of a remote switch.
- (vii) Clutches: All engines must be fitted with a dry air cooled Noram GE19-219 or GEL19-219 GE20-219 centrifugal clutch. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engines speed. The Noram GE19-219 and GEL 19-219 GE20-219 clutch sprocket have 19 20 teeth.



- (viii) A deflector maybe be fitted to the air filter to stop material coming off the rear wheel as long as it is connected in a manner that passes scrutineering.
- c) Modifications not allowed
  - (i) Torini race engines come race prepped and ready to race out of the box so absolutely no genuine Torini engine parts maybe replaced or removed. Only genuine Torini parts, as specified by Austech Industries for this engine type maybe used. The word genuine not only refers to the components used but also the number and manner in which the engine is assembled.
  - (ii) Torini race engines come standard with a manifold between the carburettor and the inlet manifold with a pulse pump fitting fitted. This manifold and fitting cannot be removed, altered or modified in any way. It is the only pulse line allowed.
  - (iii) Engine TRE210 (twin class) carburettor model TRE210212 is the only carburettor allowed in this class with standard jet as supplied, no other size jet may be fitted.
  - (iv) There should be no material removed or modifications made to genuine Torini carburettors of any kind.
  - (v) Air filters must be used as supplied attaching to the air intake of the Torini carburettor. It is permitted to fit an extension tube made of fire resistant material with an internal diameter not greater than the air intake of the carburettor. This should have a maximum bend of 90 degrees and be minimal in length.
  - (vi) Torini engines are a sealed engine class with no internal alterations, modifications, material removal, polishing or use of non genuine parts as specified by Austech Industries. The use of coatings such as ceramic, thermal barrier on or in the engine or exhaust is prohibited.
  - (vii) Torini engines are a TAG engine. It is not permitted to remove or modify the recoil starter or fan in any way.
  - (viii) The only permissible fuel tank shall be a central fuel tank of no more than 10 litres.
  - (ix) Only the homologated exhaust manifold and muffler assembly maybe used.
- d) Sprockets
  - (i) Final drive sprockets are fixed at either 64, 66 or 68 teeth.
  - (ii) Only one sprocket may be fitted to the rear axle for each engine.
- e) Engine Scrutineering
  - (i) Engine Scrutineers will be approved and appointed from time to time. Only approved Engine Scrutineers may inspect and seal engines. Engine Scrutineers may charge a fee for this service. A list of currently approved Engine Scrutineers is available on request and is included in these Rules
  - (ii) The Engine Scrutineer will pay particular attention to the finish of all components to ensure that they match the standard unit. The Engine Scrutineer may check and compare any suspect component with a standard part as supplied by Austech Industries. Checks and measurements may be carried out to ensure that tolerances are within those specified by Austech Industries.
  - (iii) Engines will be sealed by the Engine Sealer using lock wire and lead or plastic seals.
  - (iv) The Engine Sealer shall keep a record of the engine numbers of engines sealed for endurance Karting events.
  - (v) Engine seals will be inspected by the Scrutineer(s) prior to each Event. It is the teams responsibility to ensure that engine seals are intact and in place. If a seal is broken the engine must be represented to the Engine Scrutineer for inspection and sealing. No engine inspections or sealing will be available at events unless specifically requested or approved by the organiser or the Engine Sealer.
  - (vi) At the conclusion of an Event, the organisers reserve the right to inspect any Kart in any way to satisfy compliance with these specifications.

- (vii) At the conclusion of an Event, the organiser reserves the right to take away any engine or engines for inspection and/or dynamometer testing if they wish. If any infringement is found to exist the team will be liable for any inspection fee.

## **18 Engine Specifications and Regulations – Briggs & Stratton Class**

- a) The only eligible engine in this Class is the Briggs and Stratton Animal, Model 124332.8003.01. For use in events conducted by TEKA, every engine must have the official TEKA seal on the crankcase and also on the cylinder head. Each engine will be delivered from TEKA with its own engine identity Log Book and TEKA serial number
- b) Only Authorised TEKA engine sealers and Authorized Service Centres for Briggs and Stratton motorsport products are allowed to seal engines after carefully checking the engine according to the Technical Specification for the Briggs and Stratton Animal engine type. Special TEKA seals must be used. A record of any and all repairs / rebuilds to all motors is to be entered into the log book, signed, dated and stamped by the TEKA engine sealer.
- c) At race scrutineering, the Driver is to present the engine with an undamaged seal and the engine with log book, showing the matching engine serial number, seal number, stamp and signature of the authorised TEKA engine sealer, who sealed the engine. This procedure helps to reduce scrutineering times at races, nevertheless in the case of a protest, it is possible for the scrutineers to open and check the engines before or after the race. Any post race scrutineering will be in accordance with these Rules.
- d) After checking the engines step by step to ensure it is in accordance with the Technical Specifications hereunder, the KA scrutineer and in conjunction with the TEKA engine sealer will reseal the engine.
- e) Only genuine Briggs and Stratton components that are specifically designed and supplied for the Animal engine are permitted, unless otherwise specified. Neither the engine nor any of its ancillaries may be modified in any way. 'Modified' is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the complete engine assembly unless specifically allowed within these Rules.
- f) Internal additions: no additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications.
- g) The use of thermal barrier coatings/ceramic coatings on or in the engine and on or in the exhaust system is prohibited.
- h) The use of anti-friction coatings in or on the engine/engine components is prohibited.
- i) Permitted additions: Chain guard, engine mount, and tachometer/hour meter, inline fuel filter, catch can mounting brackets and mounting brackets, within the limits specified in this document. Non-tech items: non-original fasteners, circlips, washers, throttle cable and housing.
- j) Fuel and pulse line (type and size) are allowed unless otherwise specified.
- k) Shrouds: Flywheel shrouds must not be altered in any way to alter the airflow or change appearance.
- l) Switch: The ignition kill switch may not be removed and must function. Remote engine kill switches are permitted however the standard kill switch must be retained and must function independently of any remote engine kill switch.
- m) Cooling Fan: The only fan that is allowed is as stock and unaltered.
- n) Valve Springs: Valve springs may not be heated and or stretched. Shimming is not permitted. The springs must be a Briggs and Stratton part No.26820

- o) Bearings: Main bearings must remain as a press fit in the block after the engine has attained ambient atmospheric temperature. Loctite type compounds, pocket dimpling/knurling or any other form of retaining devices are not permitted. Main bearings must be standard, unaltered, genuine Briggs and Stratton parts manufactured and listed for the Animal engine.
- p) Block: Block must be an original Briggs and Stratton Animal part No 555687. Block must be in original cast condition. Welding to repair cracks or breakage is allowed only in areas where the affected portion does not require re-machining and not in an area where the welding may be construed as a performance gain.
- q) Cylinder Head: No alteration, modification is permitted to the head or head gasket surface. Valve seats may not be re-seated shallower in the head. The entire inlet and exhaust tract surfaces must remain standard as supplied by the manufacturer. Thread saving devices in the spark plug hole are permitted but must be installed so that the combustion chamber volume test will be the same as with the original thread. No alteration is permitted except for the fitting of a pulse port fitting to the cylinder head inlet tract, refer to fuel Systems for fitment.
- r) Head Gasket: Head gasket may not be altered in any way.
- s) Valve Cover Gasket: Stock valve cover gasket must be OEM as supplied by Briggs & Stratton.  
Valves: Valves must not be altered, polished, lightened, welded, grazed, or machined in any way. The original valve set angle must be maintained. The valve guides may be replaced as a means of repair but must be retained to standard dimensions. Lapping of valves / seats is permitted subject to the above limitations.
- t) Piston and Rings: Re-sizing, knurling, or lightening of pistons is not permitted. The use of piston button or buttons is not permitted.
- u) Coating of pistons is not permitted. Anodizing of a piston is not permitted. All three piston rings must be used, installed correctly, with the identification marks toward the head. Ring tension may not be changed by heating or other means. Ring gaps are not subject to technical inspection. The ends of each piston ring may only be altered in a way that appears to be the same as a known, stock, unaltered, ring for the engine. The piston oil control ring (third ring) may only be OEM rings, appropriate for the engine.
- v) Camshaft: No alteration, additions, removal of material, modifications or machining of any kind is permitted.
- w) Crankshaft Gear: The crankshaft gear cannot be rotated to change the camshaft timing on this engine.
- x) Flywheel: Must be stock and unaltered.
- y) Shrouds: The cooling shrouds must be present and unmodified.
- z) Ignition: Only OEM parts are permitted. Ignition timing cannot be altered from stock. Coil mounts are not to be modified in any way so as to change ignition timing.
- aa) Spark Plugs: Spark plugs, leads and caps are free; however the plug reach is to be 19mm with 19.2mm being a Maximum, measured from the upper gasket surface of the spark plug to the parallel lower squared edge of the threaded portion of the plug. No spark enhancers or boosters are permitted.
- bb) Carburettor: No alteration, modification, or machining of any kind is permitted of any part of the carburettor, unless specifically stated in this document. The choke assembly and all components must remain completely intact and stock.
- cc) The air filter is free. The air filter must be attached directly to the original air intake of the bell of standard Briggs & Stratton carburettor, or alternatively it is permitted to securely fit an intermediate one or two piece extension tube made of fire resistant material with an internal

diameter no greater than the air intake bell with a Maximum bend angle of 90 degrees and minimal length.

- dd) Welding and bracing of the inlet manifold is permitted provided that the overall dimensions and location must be as per original.
- ee) Fuel Systems:
  - (i) Pulse Pumps port fittings may be fitted to one of the following:
    - The inlet manifold
    - Cylinder head inlet tract, or
    - Utilizing the oil filler cap.
  - (ii) If via the inlet manifold or cylinder head, the fitting used must be a commercial off-the-shelf product with no modifications and must be installed flush to 0.5mm Maximum protrusion into the inlet manifold tract or cylinder inlet tract. If the inlet manifold tract or cylinder head inlet port is modified in any other way the engine will not pass scrutineering.
- ff) Spark Plug Gasket: A gasket and or a temperature gauge sensor must be installed under the upper surface of the plug. The height or thickness of the gasket or sensor must be greater than 0.1mm.
- gg) Clutches: All Karts must be fitted with dry air cooled Noram GE20-219 centrifugal clutches. Clutches will be used to transmit the drive with a Maximum engagement speed of not more than 2,500 rpm engines speed. The Noram GE20-219 clutch sprocket has 20 teeth.
- hh) The final drive sprocket for use in the 'Animal' Class is fixed at 71 teeth.

## **19 Engine Technical Specifications - Briggs & Stratton Class**

- a) Bore: Maximum bore is 68.3mm
- b) Stroke: Maximum stroke 27.9mm
- c) Valves:
  - (i) Intake & exhaust valve length = 85.65mm  $\pm$  .25mm;
  - (ii) Single angle cut Intake Valve: Head diameter = 26.8mm 'no-go', 27.05mm 'must-go'
- d) Valve dish: 2.51mm to 3.01mm.
- e) Height from angle of valve face to top of valve = 1.45mm 45 degree cut
- f) Exhaust valve:
  - (i) Head diameter = 23.75mm 'no-go' to 24mm 'must-go'
  - (ii) Valve dish = 2.15mm to 2.65mm
  - (iii) Height from angle of valve face to top of valve = 1.5mm
- g) Valve Springs:
  - (i) Intake and exhaust valve spring Maximum length = 23.65mm 'no-go',
  - (ii) Wire diameter (measured in 3 places) 2.6mm – 2.7mm
  - (iii) I.D. of spring 15.65mm Minimum to 16.1mm Maximum
- h) Valve Seats:
  - (i) Intake seat I.D. = 24.55mm must-go to 24.7mm no-go
  - (ii) Exhaust seat I.D. = 21.45mm must-go to 21.6mm no-go
  - (iii) Seat angles: 45 degrees, single angle cut
  - (iv) Valve Lifters: Head = 20.8mm no-go to 21.85mm must-go
  - (v) Length = 38.5mm no-go to 38.75mm must-go.
- i) Push Rod: 4.7mm – 4.8mm diameter; 143.2mm – 143.6mm length
- j) Connecting Rod:
  - (i) Length between axes = 83.5mm
  - (ii) Length from bottom of wrist pin to top of crankshaft journal = 61.45mm Minimum to 61.7mm Maximum

- k) Crankshaft: Main journal diameter: 27.8mm to 27.95mm
- l) Cylinder Head:
  - (i) Depth of head at shallow part of head is a Minimum of 0.3mm.
  - (ii) The measurement on the shallow side of the combustion chamber is taken with a depth gauge on the push rod side of an imaginary line drawn from dowel pin to dowel pin on the valve side of the dowel. It is also taken over the spark plug area.
  - (iii) Depth at floor of head = 8.1mm Minimum.
  - (iv) Depth to top of valve seat = 9.15mm Maximum to 8.5mm Minimum
  - (v) Head thickness measured from head gasket surface to head plate gasket surface = 61.5mm (measured in four places through valve guides and push rod holes).
  - (vi) Width of combustion chamber at the widest part across the valve seat area 67.05mm no-go at a depth of 5.1mm in the combustion chamber. Cylinder head combustion chamber volume is 28.5cc
- m) Piston Rings:
  - (i) Two (2) compression and one (1) oil ring used
  - (ii) Compression ring Minimum width = 2.4mm
  - (iii) Compression ring thickness = 1.5mm – 1.65mm
  - (iv) Oil ring Minimum width = 1.65mm
  - (v) Oil ring thickness = 2.5mm to 2.6mm;
  - (vi) Oil ring expander must be installed.
- n) Piston:
  - (i) Minimum piston length = 44.9mm
  - (ii) Measurement from top of piston to wrist pin bore (on circlip side of piston) = 16.7mm
- o) Camshaft: Camshaft must be unaltered Briggs & Stratton and to the standard specifications as provided by Briggs & Stratton.

## **20 Exhaust System - Briggs & Stratton Class**

- a) Complete exhaust manifold and muffler assembly must be as homologated and as supplied by TEKA with all motors.
- b) All mufflers shall be tagged, stamped or engraved with TEKA permanent identification by TEKA. Muffler mountings and bolts are 'free'.

## **21 Scrutineering Process - Briggs & Stratton Class**

- a) Pre-Race Scrutineering
  - (i) TEKA Engine Log Books, one for each engine, must be presented at Pre-Race Scrutineering and when requested by KA Scrutineers.
- b) Rebuilding & Resealing
  - (i) B&S Animal engines can be taken to an engine builder and rebuilt to standard specifications. Full KA homologated B&S Animal specifications are available on the TEKA website. Engine Builders are required to fill out the service part of the engine log book, including the type of service performed and any parts required. Engine Builder contact details must also be added to Log Books as part of its service. It is the Competitor's responsibility to insure that Engine Log Books are filled out correctly.
  - (ii) Only a TEKA sanctioned engine sealer may seal an animal engine. To ensure fairness for all Competitors and engine sealer may never drive or compete in a Kart that has been sealed by them.
- c) Post-Race Inspection
  - (i) TEKA reserves the right to take away and inspect any animal engines at the completion of

an Event. Engines impounded by the scrutineers will be placed into sealed bags until ready for off-site inspection in accordance with KA processes. The corresponding engine Log Book must accompany each engine as part of the technical inspection process. Competitors will receive a receipt for each engine taken and advised of a time and place to attend the technical engine inspection.

- (ii) After an engine passes inspection – unless otherwise agreed with the Competitor – engines will be returned re-sealed at no cost to the Competitor. Inspection details and new seal numbers are recorded into the Engine Log Book.
- (iii) Mandatory TEKA technical inspections and subsequent re-sealing does not reset an engine's consecutive engine sealing count.
- d) Anomalies
  - (i) In the event that an engine is deemed to be illegal the Competitor will be disqualified from the Event.
  - (ii) The KA Technical Scrutineers decision is final.
  - (iii) If an engine is deemed by the scrutineers to be illegal, all costs incurred in the inspection are to the account of the Competitor.
  - (iv) The so deemed illegal motor will be returned to the Competitor unassembled and may be returned for re-scrutineering and certification after any illegalities have been corrected.

## **22 Engine Specifications and Regulations – Subaru Class**

### **a) Engines**

- (i) The Subaru class is a single engine class only.
- (ii) The only eligible engine in this class is the Subaru KX21DU 9.2HP Sports Karting Engine. The engine must be in as supplied condition from Crommelins Machinery Australia or its appointed agents.
- (iii) The engine must be fitted to the right hand side of the chassis only with the clutch, chain and sprocket arrangement inboard.
- (iv) The Subaru Class is a sealed engine class. No work on an engine that requires the removal of an engine seal is permitted except by the approved engine builder as listed in these regulations.
- (v) Permitted additions include fitting of chain guards, engine mounts, inline fuel filters, fuel and pulse lines, fuel pump, throttle linkage, cables and clutches, fasteners, circlips, washers, clamps, fuel lines / filters, springs, support brackets and throttle cables. No alteration from original engine specification is permitted unless otherwise specified in these regulations.
- (vi) Spark plugs, leads and cap are free. No spark enhancers or boosters are permitted.
- (vii) The ignition kill switch cannot be removed and must function. Remote kill switches are allowed however the standard kill switch must be retained and must function independently of a remote switch.
- (viii) Clutches: All engines must be fitted with a dry air cooled Maxtorque SS centrifugal clutch using a sprocket to suit a 219 pitch chain, or Noram GE20 219 centrifugal clutch. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engines speed. Clutch sprocket sizes are open.
- (ix) Valve Springs are to be of the standard specification as supplied with the engine in the first instance by Crommelins Machinery Australia. Under no circumstances are aftermarket or performance valve springs to be used. Additional or modified shims are permitted to be fitted beneath the valve springs to maintain spring pressure.

- (x) Valve Spring tension in the engine must not exceed 16PSI when tested with the prescribed testing tool which is available to all competitors at race meetings. Valve clearances are free.
  - (xi) Rocker Pins containing a circlip can be changed to a Mushroom Head Rocker Pin for increased durability.
  - (xii) The standard flywheel must be used. Lightened or modified flywheels are not permitted. The standard key on the crankshaft to flywheel must be used.
  - (xiii) Ignition timing cannot be altered or advanced. The standard ignition module must be used.
  - (xiv) The standard fixed main jets in the carburettor must be used. The standard jet size is 83.8 jet. No modifications to the carburettor is allowed.
  - (xv) Engine porting must be standard, Blue printing of engines is not allowed. No internal or billet aftermarket internals are permitted unless otherwise stated in these regulations. No polishing or modifications of the cylinder head, combustion area, inlet tract, or exhaust port is permitted. Carbon removal must be achieved by chemical agents only. Casting marks and imperfections cannot be removed. No sleeving or material change to the bore is permitted.
  - (xvi) Sump and Filler Plugs must be lock wired.
  - (xvii) A deflector may be fitted to the air filter to stop material coming off the rear wheel as long as it is connected in a manner that passes scrutineering.
- b) Exhaust
- (i) The control exhaust for Subaru KX21DU engines consist of the three following components
    - Aussiespeed Subaru KX21 Header Pipe (Painted Finish) Part Number AS0284P
    - Aussiespeed Muffler Coupler Adapter (6 Bolt 100mm diameter X 75mm overall length) Part Number AS0434
    - SKANSW Inc. Stainless Steel Muffler Part Number SKA-FF-001
    - Mufflers will be tagged for identification purposes.
  - (ii) The muffler cannot be modified in any way other than the painting of the outer surface of the header pipe and coupler adapter. No internal modification can be made including internal piping, ceramic coating, or painting of internal surfaces. The exhaust system cannot be cut or re-welded to alter its length or shape.
- c) Fuel System
- (i) The only permissible fuel tank shall be a central fuel tank with a Maximum capacity of 9 litres
  - (ii) Modifications to the fuel tank, including expanding the tank by means of heat treatment is not permitted.
- (d) Chassis
- (i) Eligible chassis must be designed and manufactured by a recognised karting manufacturer. Karts that have been significantly modified, not deemed safe, or not deemed in the spirit of the rules will be excluded from the race meeting.
  - (ii) Chassis must be a sprint kart chassis – chassis with two rails either side for twin endurance karting classes are not permitted.
- (e) Brakes
- (i) A single rear axle mounted disc brake system is mandatory.
  - (ii) A calliper with a maximum of four pistons (two each side of the disc) is permitted.
  - (iii) Braking systems utilising front discs are not permitted
- (f) Rear Axles
- (i) Rear axle size is open
  - (ii) The rear track must not exceed 1400mm at any time
  - (iii) No differential or similar mechanism is permitted at any time

## 23 **Engine Sealing & Scrutineering - Subaru Class**

- a) Engines shall be sealed by the promoter in each State using their respective recognised engine seals.
- b) Should an engine seal become damaged or go missing, notify the promoter immediately.
- c) Engine Scrutineers will be approved and appointed from time to time. Only approved Engine Scrutineers may inspect and seal engines. Engine Scrutineers may charge a fee for this service. A list of currently approved Engine Scrutineers is available on request and is included in these Rules.
- d) The Engine Scrutineer will pay particular attention to the finish of all components to ensure that they match the standard unit. The Engine Scrutineer may check and compare any suspect component with a standard part as supplied by Crommelins Australia. Checks and measurements may be carried out to ensure that tolerances are within those specified by Subaru.
- e) Engines will be sealed by the Engine Sealer using lock wire and lead or plastic seals.
- f) The Engine Sealer shall keep a record of the engine numbers of engines sealed for endurance Karting events.
- g) Engine seals will be inspected by the Scrutineer(s) prior to each Event. It is the teams responsibility to ensure that engine seals are intact and in place. If a seal is broken the engine must be represented to the Engine Scrutineer for inspection and sealing. No engine inspections or sealing will be available at events unless specifically requested or approved by the organiser or the Engine Sealer.
- h) At the conclusion of an Event, the organisers reserve the right to inspect any Kart in any way to satisfy compliance with these specifications.

## 24 **Approved Companies / Persons for Sealing**

- a) The companies listed within this Rule are authorised to carry out sealing of engines in accordance with this Chapter of the Rules.
- b) TEKA  
WAR Motorsport  
Unit 16, 176 Sunnyside Road,  
Blacktown, NSW, 2148  
Tel: (02) 9671 4212  
(Troy or Peter Worsley)  
Email: tech@teka.com.au Tel: 0431 471 860  
Tim Pearce  
Email: tech@teka.com.au Tel: 0433 002 124
- c) SEK
  - (i) An agent appointed by the SEK club in each state will be appointed to carry out the sealing of engines.
- d) Honda Engines
  - (i) NSW: The Goulburn Kart Club Inc operating as SEKNSW
    - Specific details for resealing can be found at endurokart.com.au
  - (ii) QLD: The Sportsman Enduro Karting Club of Queensland operating as SEKQLD
    - Specific details for resealing can be found at sekqld.com
- e) Torini Engines
  - (i) Austech Industries Pty Ltd  
23 Iris Place  
Acacia Ridge, QLD 4108  
Tel: (07) 3723 1500  
Andrew Murray



f) Subaru Engines

- (i) NSW: Contact SKANSW for specific details regarding resealing at [skansw@hotmail.com](mailto:skansw@hotmail.com).
  - Subaru Karting Association Inc
  - Aussiespeed (AHPI Australia)
  - All Mower Spares Camden
- (ii) QLD: The Sportsman Enduro Karting Club of Queensland operating as SEKQLD
  - Specific details for resealing can be found at [sekqld.com](http://sekqld.com)

## **Speedway Karting**

### **1 Preamble**

This chapter describes the specific additional Rules which apply to karting undertaken on Speedway Circuits.

### **2 Track Layout**

- a) The Circuit layout and conditions of Speedway circuits will be as agreed and approved by the State Speedway Track Inspector and relevant Government Departments.
- b) Any new Circuits or major alterations to an existing Circuit, must be submitted to the State Office for all necessary inspections and approvals.
- c) A Circuit must be a Minimum of eight (8) metres wide at all points.

### **3 Baulk Line and Acceleration Line**

- a) The location on the Circuit of the Baulk Line and Acceleration Line will be advised by the Clerk of the Course at the Driver's Briefing.

### **4 Starting Karts by Push Kart or Quad Bikes**

- a) A driver or rider of a push kart or quad bike at an Event must:
  - (i) Be 18 years of age or over
  - (ii) Have signed an indemnity form prior to driving or riding
  - (iii) Have undertaken a briefing delivered by the Clerk of the Course regarding the Event Rules and safety requirements
  - (iv) Wear a safety vest
  - (v) Wear a helmet
  - (vi) Wear appropriate footwear (e.g: Boots/closed shoes)

### **5 Speedway Titles**

- a) The State Speedway Titles will be promoted annually. They will
  - (i) take place in June each year;
  - (ii) be conducted on a rotational basis between all Speedway clubs in that State; and
  - (iii) generally follow the State Cup format in the Competition Rules subject to the exceptions outlined below.
- b) The Australian Speedway Titles will be promoted annually. They will:
  - (i) Take place in September each year;
  - (ii) Be conducted on a rotational basis between all Speedway clubs affiliated with KA; and
  - (iii) generally follow the National Trophy in the Competition Rules subject to the exceptions outlined below.
- c) The Supplementary Regulations should generally be submitted at least two (2) months prior to the Event, including alternative Event dates provided for the prevailing weather conditions.
- d) Entry to an Event will close no later than one (1) week prior to the Event.
- e) Late entries may be accepted by the Organiser in accordance with the Supplementary Regulations.
- f) Tyre pooling is optional, and if used, will be included in the Supplementary Regulations.
- g) Qualifying is optional, and if used, will be in accordance with the Supplementary Regulations.
- h) Grid procedure and point-score system will be in accordance with the Supplementary Regulations.
- i) Races will be in accordance with the Supplementary Regulations. The format of the Competitions for each Class will consist of a Minimum of three (3) heats and one (1) Final.

## 6 **Method of Racing for Speedway**

- a) The direction of racing will be in accordance with the track licence and will be included in the Supplementary Regulations.
- b) The Supplementary regulations will include the following:
  - (i) The format of racing, including the number of heats/finals and their distance expressed as a number of laps;
  - (ii) The format of the point score format; and
  - (iii) The manner in which the winner of the event is determined.
- c) Restarts during Rollup Laps
  - (i) In the event of a collision during the rollup laps, prior to the start of a Competition, a Kart is permitted to be restarted with the assistance of delegated person/s.
  - (ii) A Kart that has stopped due to a mechanical defect will not be permitted to restart.
- d) Restarts during Heat races
  - (i) A Kart fitted with a clutch may be restarted in accordance with the Competition Rules
  - (ii) A Kart which is not fitted with a clutch and becomes stationary is not permitted to be restarted.
- e) Restarts during the first lap of the Final race:
  - (i) A race may be restarted should two (2) or more Karts become involved in the same incident which is deemed to be the cause of the stoppage;
  - (ii) All Karts involved in the incident, including any stalled Karts, will be permitted to restart at the rear of the field and Compete in the Final race.
  - (iii) Any Kart that is not involved in the incident and that is already stationary at the time of the incident, will not be permitted to restart;
  - (iv) The Green with Yellow Chevron Flag and Yellow Flag are to be shown for a restart.
- f) Race Stoppages:
  - (i) Will be in accordance with the Competition Rules, however when a Final race is stopped, it must be restarted over the remaining number of laps, as determined by the Officials.
  - (ii) If less than three (3) laps of the final race remain to be completed by the leading Kart, the final race will not be restarted.

## 7 **Flag Signals**

- a) Flag signals will be in accordance with the Competition Rules, subject to the amendments outlined in this Rule.
- b) Yellow Flag/Light - Full Course Yellow
  - (i) A Yellow Flag at any flag point indicates caution, and a Driver must maintain position until an operational flag point that is not displaying a yellow flag has been passed
  - (ii) If it can be achieved safely, Drivers will raise one arm to indicate that they are slowing for the yellow flag. Drivers are to assume their position at their last completed lap prior to the yellow flag being displayed.
  - (iii) Passing under the Yellow Flag is prohibited, unless directed to by Clerk of the Course.
  - (iv) Failure to slow to a safe speed will be considered a serious breach of these Rules.
  - (v) Form one (1) line ready to restart as soon as the Green Flag/Light is displayed.
- c) Black and White with Diagonal join
  - (i) If this flag, together with a panel upon which the Competitors number is displayed, to the Driver concerned, it indicates that the Competitor is being observed for unsportsmanlike behaviour.
  - (ii) The Competitor must report to the Clerk of the Course or Stewards of the Meeting immediately after the race.

- (iii) If this flag, together with the ROF (Rear of Field) board, is shown to a Driver, it indicates that the Competitor is receiving a penalty for an infringement, and must start / restart at the Rear of the Field. If no laps have been completed, the Driver should start in front of any Driver holding a provisional licence.

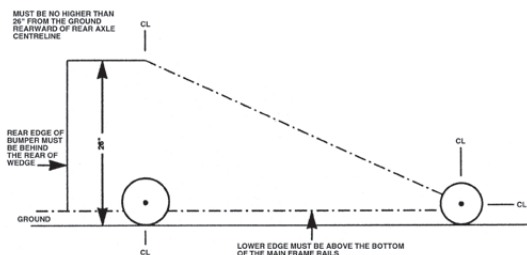
## 8 **Bodywork**

### a) Side Pods

- (i) Side Pods must be fitted to a Kart at all times whilst it is on a Circuit
- (ii) Side Pods must comply with the provisions of the Technical Rules

### b) Side Panels

- (i) Side Panels are permitted to be fitted to a Kart
- (ii) If used, Side Panels must be fitted to either the inside plane or outside plane of the side pod
- (iii) Side Panels must only be made of Coreflute® sheeting.
- (iv) Side Panels must not have any protrusions on the outer surface
- (v) Must be securely fastened using 'button' or 'countersunk' type fasteners only with suitable washers to prevent pulling through the Side Panel.
- (vi) All leading edges of the Side Panels must be covered so as not to produce any sharp edges.
- (vii) The Side Panels must not protrude above the Driver's shoulders whilst sitting in a normal position in the Kart.
- (viii) Must be a Maximum of 660mm from the ground when measured rearward of the rear axle centreline.
- (ix) Internal bracing of the Side Panels is permitted.
- (x) Any internal bracing must be a lightweight material such as aluminium angle or tubing.
- (xi) Any internal bracing must not have any sharp angles and/or sharp bends.
- (xii) External bars and/or plates are not permitted.
- (xiii) External air ducting is not permitted.
- (xiv) Ducting is permitted, however it must remain within the bodyline limitations and must only be manufactured of Coreflute®.
- (xv) Side Panels which are fitted to a Kart must also comply with the provisions of the diagram below. The dimensions referenced regarding the front and rear axle centrelines must not be exceeded



### c) Nassau Panel

- (i) Nassau Panels must comply with the provisions of the Technical Rules.
- (ii) The Nassau Panel may extend a Maximum of 50mm above the top of the steering wheel.

## 9 **Competition Numbers**

- a) Competition numbers must comply with the provisions of the Competition Rules.

- b) The front and rear facing competition numbers must be displayed in the correct colour combination that identifies the Speedway Class.
- c) Side facing competition numbers:
  - (i) Must be mounted on either side of the Kart
  - (ii) Must be a Minimum of 100mm high and a Minimum of 15mm thick and be of a plain or italic font, with a contrasting background colour. For double digit numbers there must be a Minimum of 15mm spacing between each number.
  - (iii) Karts without Side Panels must have a side facing competition number displayed on a number panel. The number panel may be either a plastic number plate or constructed of Coreflute® and must have a 15mm border. The number panel must be fitted to the inside plane of each side pod.
- d) In the case of two (2) Karts with the same competition number entering in any one (1) Class at an Event where competition numbers are not allocated by the Organisers, the visiting driver will be issued with a replacement number by the Organisers.

## 10 Video Recording Systems

- a) Video Recording Systems must comply with the provisions of the Technical Rules with the following amendment:
  - (i) Technical Rules Chapter 1 8 i) (iv) 6) e. - Nassau Panel requirement does not apply to Speedway Karting.

## 11 General - All Classes

- a) Weight Divisions
  - (i) When only one (1) single Class is Competing at an Event, the Class weight may be the average between the Light Division and Heavy Division.
  - (ii) Classes may have alternative and/or additional Divisions at the discretion of the Organiser
  - (iii) Any amendments to the Class Divisions must be listed in the Supplementary Regulations for the Meeting.
- b) Tyres
  - (i) A Competitor is permitted to use a maximum of six (6) Tyres per class, once racing commences.
- c) Engines
  - (i) Once racing commences, a Competitor is permitted to use a maximum of:
    - three (3) engines in each of the Speedway Formula 100 and Speedway Sportsman TAG 125 Classes
    - two (2) Engines in all other Classes.
- d) Aluminium rear axles are permitted to be used in all Speedway Classes.
- e) Chain oilers are permitted to be used in all Speedway Classes.

## 12 Speedway Cadet 9 Class

In accordance with the Cadet 9 Class Rules, with the following amendments:

- a) Clutch - Yamaha KT100J
  - (i) The fitment and use of the clutch is optional.
- b) Wheels
  - (i) The Maximum wheel diameter is 5 inch (127mm)
- c) Tyres
  - (i) Dunlop KT6SLW1
  - (ii) The modification, including any grooving of a tyre is not permitted
- d) Minimum weight including the Driver:
  - (i) Vortex Mini Rok: 99kg

- (ii) Comer SW80: 90kg
- (iii) Yamaha KT100J: 95kg
- e) Competition Numbers
  - (i) White number on Red Background

### **13 *Speedway Cadet 12 Class***

In accordance with the Cadet 12 Class Rules, with the following amendments:

- a) Clutch - Yamaha KT100J
  - (i) The fitment and use of the clutch is optional.
- b) Wheels
  - (i) The Maximum wheel diameter is 5 inch (127mm)
- c) Tyres
  - (i) Dunlop KT6SLW1
  - (ii) The modification, including any grooving of a tyre is not permitted
- d) Minimum weight including the Driver:
  - (i) Vortex Mini Rok: 103kg
  - (ii) Yamaha KT100J: 100kg
- e) Competition Numbers
  - (i) Red number on White Background

### **14 *Speedway KA4 Junior Class***

In accordance with the KA4 Junior Class Rules, with the following amendments:

- a) Clutch - Yamaha KT100J
  - (i) The fitment and use of the clutch is optional.
- b) Wheels
  - (i) The Maximum wheel diameter is 5 inch (127mm)
- c) Tyres
  - (i) Dunlop KT6SLW1
  - (ii) The modification, including any grooving of a tyre is not permitted
- d) Minimum weight including the Driver:
  - (i) Speedway KA4 Junior Light:
    - Yamaha KT100J: 115kg
    - IAME KA100: 122kg
  - (ii) Speedway KA4 Junior Heavy:
    - Yamaha KT100J: 135kg
    - IAME KA100: 142kg
- e) Maximum kart weight for Heavy class (excluding driver):
  - (i) Yamaha KT100J: 83kg
  - (ii) IAME KA100: 90kg
- f) Competition Numbers
  - (i) Black number on White Background

### **15 *Speedway KA3 Class***

In accordance with the KA3 Class Rules, with the following amendments:

- a) Licence Requirements
  - (i) Must hold a Senior licence
- b) Clutch – All Yamaha KT100S models excluding KT100SEC
  - (i) The fitment and use of the clutch is optional.
- c) Wheels
  - (i) The Maximum wheel diameter is 5 inch (127mm)

- d) Tyres
  - (i) Dunlop KT6SLW1
  - (ii) The modification, including any grooving of a tyre is not permitted
- e) Minimum weight including the Driver:
  - (i) Speedway KA3 Light:
    - Yamaha Engines: 135kg
    - IAME KA100: 142kg
  - (ii) Speedway KA3 Heavy:
    - Yamaha Engines: 155kg
    - IAME KA100: 162kg
  - (iii) Speedway KA3 Masters:
    - Yamaha Engines: 155kg
    - IAME KA100: 162kg
- f) Maximum kart weight for Heavy and Masters Divisions (excluding Driver):
  - (i) Yamaha Engines: 83kg
  - (ii) IAME KA100: 90kg
- g) Competition Numbers
  - (i) Black number on Yellow Background

## **16 Speedway Yamaha KT100S Modified Class**

- a) Licence Requirements
  - (i) Must hold a Senior licence
- b) Wheels
  - (i) The Maximum wheel diameter is 5 inch (127mm)
- c) Tyres
  - (i) Any Tyre listed in the Rules is permitted
  - (ii) Any Tyre listed in the 2015 Rules is permitted
  - (iii) The Hoosier Wet Weather Tyre is permitted
  - (iv) The hand grooving of a Tyre is permitted
- d) Minimum weight including the Driver:
  - (i) Speedway KT100S Modified Light: 135kg
  - (ii) Speedway KT100S Modified Heavy: 155kg
  - (iii) Speedway KT100S Modified Masters: 155kg
- e) Maximum Kart weight for Heavy and Masters Divisions (excluding Driver) is 83kg
- f) Competition Numbers
  - (i) White number on Red Background
- g) Eligible Engines
  - (i) All air cooled Yamaha KT100S models.
- h) Fin Dampeners
  - (i) A Minimum of four (4) rows of fin dampeners must be fitted to the cylinder
  - (ii) Two (2) rows of fin dampeners must be fitted to the cylinder head
  - (iii) Fin dampeners must make contact with all fins.
- i) Internal Additions
  - (i) No additional material may be added except in the case of engine repairs. The addition of such material is only permitted to restore an engine or components to their original specifications
  - (ii) The use of thermal barrier coatings / ceramic coatings on any exhaust components is prohibited.
  - (iii) The use of internal friction coatings on any part of an engine is prohibited

- j) Interchange of Parts
  - (i) Permitted between engines of like dimensions (bore, stroke) provided no removal or addition of material is required to interchange such parts.
- k) Engine Displacement
  - (i) Maximum bore and stroke including 10% tolerances are:
    - Bore: 55.00mm
    - Stroke: 46.13mm
- l) Connecting Rod
  - (i) Must be the same length as the original connecting rod and made of magnetic material
  - (ii) Must be manufactured by either Yamaha or KSI
- m) Crankshaft
  - (i) Must be OEM
  - (ii) A change to the stroke is not permitted.
  - (iii) Must be manufactured by either Yamaha or KSI
- n) Exhaust Intake and Transfer Ports
  - (i) The following items must not be modified:
    - Number of transfer passages and inlet ports in the cylinder and crankcase.
    - Number of exhaust ports and passages
    - Port surface finish is a non-tech item
- o) Carburettor
  - (i) Must be a WALBRO WB Series carburettor
  - (ii) Maximum of two (2) jets are permitted
  - (iii) Fixed jets are not permitted
  - (iv) All fuel to the engine must pass through the high and low speed fuel metering jets and passages
  - (v) All air to the combustion chamber must pass through the carburettor venturi
  - (vi) Fuel pump or pressurised fuel systems are not permitted
  - (vii) A squeeze type pump between the fuel tank and carburettor is permitted
- p) Head Gasket
  - (i) The head gasket must be retained
- q) Clutch
  - (i) The fitment and use of the clutch is optional.
- r) Ignition
  - (i) Only the following ignition systems are permitted:
    - Group 2 CIK homologated
    - Yamaha
  - (ii) The use of the following modules is permitted:
    - Yamaha
    - Victa
    - Atom
    - Delta/Wei Shieh
  - (iii) An engine must rotate in a clockwise direction when viewed from the drive side
  - (iv) The fitment of an Ignition/Rotor cover is optional
- s) Exhaust Header and Muffler
  - (i) The exhaust system must comply with the Technical Rules
  - (ii) Commercially available mufflers which conform to the diagram below must be fitted:



Outside Circumference:- 278mm Minimum, 292mm Maximum, not including any heatshield, brackets or attachments (eg, safety wire retainers, safety spring retainers and the like.)

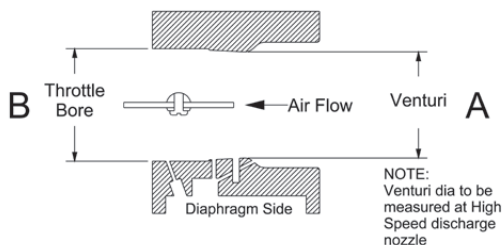


- (iii) The OD in the diagram above does not include any heatshield, brackets or attachments e.g.: safety wire retainers, safety spring retainers.
- t) Induction Noise Silencer
- (i) The AKA43 Homologated Assembly must be fitted
- u) Brakes
- (i) Brakes are not permitted to be fitted to the front wheels of a Kart
- v) Additional Items
- (i) The following items are permitted to be fitted to a Kart:
- Carburettor return springs,
  - chain guard,
  - direct drive sprocket,
  - extension of Carburettor Jet needles,
  - exhaust header,
  - motor mount,
  - starter nut and pulley,
  - tachometer,
  - temperature gauge,
  - third bearing and
  - adaptor shaft
- w) Non-tech Items
- (i) Unless otherwise specified in this Rule, non-tech items include:
- bearings and cages,
  - crankpin,
  - fasteners,
  - gaskets,
  - piston and rings,
  - header pipe,
  - seals,
  - piston pin,
  - spacers,
  - washers and
  - spark plug.
- x) Fuel
- (i) Fuel must comply with the Technical Rules

## 17 **Speedway Formula 100 (Reed & Rotary valve) Class**

- a) Licence Requirements
- (i) Minimum B Grade Senior licence
- b) Wheels
- (i) The Maximum wheel diameter is 6 inch (152.4mm)

- c) Tyres
  - (i) Any commercially available Kart Tyre is permitted
  - (ii) The hand grooving of a Tyre is permitted
- d) Minimum weight including the Driver:
  - (i) Speedway Formula 100 Light: 135kg
  - (ii) Speedway Formula 100 Heavy: 155kg
- e) Maximum Kart weight for Heavy Division (excluding Driver) is 83kg
- f) Competition Numbers
  - (i) White number on Black Background
- g) Eligible Engines
  - (i) Any homologated single cylinder series production reed or rotary valve engine, complying to CIK-FIA Formula A or Intercontinental A Rules are permitted
  - (ii) It must be possible to identify a homologated engine or its components e.g.: cylinder heads, cylinder, crankcases and crankshaft, by the technical descriptions e.g.: photos, technical drawings, on the homologation forms
  - (iii) Maximum capacity is 100cc,  $\pm$  5% tolerance
  - (iv) All power-valve systems are not permitted
  - (v) In addition to any currently approved engines for the Formula 100 Class, newly homologated CIK-FIA engines will become eligible in the year in which they are homologated by CIK-FIA and following registration with KA
  - (vi) Unless otherwise specified in this Rule, all components are to be by OEM.
- h) Internal Additions
  - (i) No additional material may be added except in the case of engine repairs. The addition of such material is only permitted to restore an engine or components to their original specifications
  - (ii) The use of thermal barrier coatings / ceramic coatings on any exhaust components is prohibited.
  - (iii) The use of internal friction coatings on any part of an engine is prohibited
- i) Interchange of Parts
  - (i) Permitted between engines of like dimensions (bore, stroke) provided no removal or addition of material is required to interchange such parts
- j) Connecting Rod
  - (i) Must be the same length as the original connecting rod and made of magnetic material
- k) Crankshaft
  - (i) Must be OEM
  - (ii) A change to the stroke is not permitted.
- l) Exhaust Intake and Transfer Ports
  - (i) The following items must not be modified:
    - Number of transfer passages and inlet ports in the cylinder and crankcase.
    - Number of exhaust ports and passages
    - Port surface finish is a non-tech item
  - (ii) All other items may be modified.
- m) Carburettor
  - (i) Carburettor to be Formula A type
    - A = 24.0mm or A = 25.5mm
    - B = 27.8mm or B = 25.5mm



- (ii) Carburettor may be either:
  - two (2) jets: 25.4mm; or
  - three (3) jets: 27.0mm
- (iii) All air to the combustion chamber must pass through the carburettor venturi
- (iv) Fuel pump or pressurised fuel systems are not permitted
- (v) A squeeze type pump between the fuel tank and carburettor is permitted
- n) Clutch
  - (i) The fitment and use of the clutch is optional
- o) Ignition
  - (i) Only Group 2 CIK-FIA homologated ignition systems are permitted
- p) Exhaust Header and Muffler
  - (i) The exhaust system must comply with the Technical Rules
  - (ii) Any CIK-FIA homologated muffler is permitted
- q) Induction Noise Silencer
  - (i) Any KA Homologated Induction Noise Silencer assembly is permitted
  - (ii) An air filter must be fitted
- r) Brakes
  - (i) Brakes are not permitted to be fitted to the front wheels of a Kart
- s) Additional Items
  - (i) The following items are permitted to be fitted to a Kart:
    - Carburettor return springs,
    - chain guard,
    - direct drive sprocket,
    - extension of Carburettor Jet needles,
    - exhaust header,
    - motor mount,
    - muffler,
    - starter nut and pulley,
    - tachometer,
    - temperature gauge,
    - third bearing and
    - adaptor shaft
- t) Non-tech Items
  - (i) Unless otherwise specified in this Rule, non-tech items include
    - bearings and cages,
    - crankpin,
    - fasteners,
    - gaskets,
    - piston and rings,

- header pipe,
- seals,
- piston pin,
- spacers,
- washers and
- spark plug.

u) Fuel

- (i) Fuel must comply with the Technical Rules

## **18 Speedway Sportsman TAG 125 Class**

a) Licence Requirements

- (i) Minimum B Grade Senior licence

b) Wheels

- (i) The Maximum wheel diameter is 6 inch

c) Tyres

- (i) Any commercially available Kart Tyre is permitted  
 (ii) The hand grooving of a Tyre is permitted

d) Minimum weight including the Driver:

- (i) Speedway Sportsman Tag 125 Light: 155kg  
 (ii) Speedway Sportsman Tag 125 Heavy: 175kg

e) Maximum Kart weight for Heavy Division (excluding Driver) is 100kg

f) Competition Numbers

- (i) White number on Black Background

g) Eligible Engines:

- (i) The following engines are permitted for use:

- PRD Fireball 125
- Rotax Max 125
- SQ Cheetah 125
- Parilla Leopard 125
- IAME X30 125
- PRD Galaxy

- (ii) All engines and their respective ancillaries must conform to the Homologation Documents, including any Technical Specifications, available at [www.karting.net.au](http://www.karting.net.au).

- (iii) Engines may be added or removed by the Promoter, with the prior written approval of KA

h) Radiators

- (i) Any commercially available radiator is permitted

i) Brakes

- (i) Brakes are not permitted to be fitted to the front wheels of a Kart

j) Fuel

- (i) Fuel must comply with the Technical Rules

## Dirt Track Karting

### 1 Preamble

- a) The following Rules apply to Dirt Track Racing only.

### 2 Track Layout

- a) The Track layout and conditions for Dirt Track circuits will be as agreed and approved by the State Track Inspectors.
- b) Any new Tracks or major alterations to an existing Track must be submitted to the National Track Safety Committee for approval prior to construction of the circuit or alteration to the circuit.
- c) Non-compliance with this Rule will be subject to an investigation and a possible penalty imposed and / or Track Licence not being issued by KA.

### 3 Chain Oilers

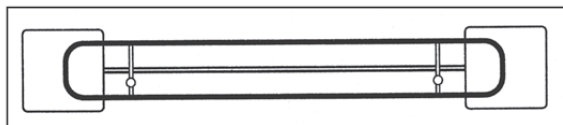
- a) Only permitted on Dirt Tracks. (Optional to Promoters).

### 4 Tyres

- a) **Only Tyres approved by KA may be used.** Tyres for Classes in Dirt Track Karting to be the dry-weather Tyre for corresponding Classes in bitumen sprint racing.
- b) Treaded Tyres are not to be used.

### 5 Side Pods and Bumpers

- a) Side Pods are compulsory.
- b) Rear Bumper: Maximum width to centreline of rear Tyres. (see diagram below)



### 6 Classes

- a) The Classes must be in accordance with the Rules and/or as modified and approved by KA.

### 7 Weights

- a) Class weights to be the same as the corresponding Classes in the Rules. Bitumen Sprint racing.
- b) Promoters may change Class weights if necessary, when applying for an Organising Permit.

### 8 The following Rules apply for Championship Administration.

- a) National Dirt Track Championship promoted in September annually.
- b) Method of Racing for State and National Championships:
  - (i) Will be at the discretion of the SKC in conjunction with the Promoters.
- c) Entry Fee for State and National Championships
  - (i) If less than five (5) genuine entries are received for a particular Class for National or State Dirt Track Championships, then that Class must be withdrawn.
  - (ii) For State and National Dirt Track Championships, KA may approve other licence holders outside of KA.
  - (iii) The Entry Fee shall be decided by the SKC in conjunction with the Promoters.
  - (iv) Entries will close a Minimum of fourteen (14) days before the Meeting.
- d) Circuit Standard
  - (i) National and State Dirt Track Championships must only be conducted on circuits of a Minimum length of 350 metres and Minimum width of 7 meters throughout their entire length.
  - (ii) Maximum length of any circuit to be 1.7km.

## **Long Track Karting**

### **1 Track**

- a) The Track must satisfy the requirements of these Rules with a Minimum Track width of 8 metres, or be a CAMS approved Superkart circuit.
- b) The circuit must be inspected by a KA State Track Inspector.

### **2 Tyres**

- a) Tyres for each Class will be as per Class Rules and/or at the discretion of the Promoter.
- b) All Tyres to be either KA or CAMS approved.

### **3 Weights**

- a) Kart weights will be as per respective Class weight requirements in the relevant Class chapters and/or at the discretion of the Promoter. However state approval must be given via Organising Permit approval.

### **4 Licence Requirements**

- a) As per these Rules.
- b) Seniors and Juniors are not to be mixed in accordance with these Rules.
- c) Minimum B Grade licence required for Superkart Classes.

### **5 Technical Regulations**

- a) Unless otherwise specified in this Chapter of the Rules, Kart specifications will be taken from within the guidelines of the Rules, current or past and/or the CAMS Superkart chapter and/or CIK-FIA regulations at the discretion of the promoting Club and/or group, however state approval must be granted via Organising Permit approval and/or state rules.
- b) It is permissible to run Classes that have otherwise been discontinued by applying Rules from previous versions of this Manual.

### **6 Bodywork**

- a) Unless otherwise specified bodywork specifications will be taken from within the guidelines of the Rules, and or the CAMS Superkart chapter and or CIK-FIA manual. State approval must be granted via Organising Permit approval.

### **7 Method of Racing**

- a) In accordance with these Rules

### **8 Officials and Procedures**

- a) In accordance with these Rules

### **9 Flags**

- a) In accordance with these Rules

## 2016 KA NATIONAL CALENDAR

Australia Kart Championship – National Championship			
Round	Date	Venue	State
1	5-7 February	Dubbo	NSW
2	25-27 March	Puckapunyal	VIC.
3	13-15 May	Monarto	SA
4	1-3 July	Ipswich	QLD.
5	23-25 September	Todd Road	VIC
Rotax Pro Tour – National Series			
1	22-24 January	Todd Road	VIC.
2	26-28 February	Warwick	QLD.
3	15-17 April	Eastern Creek	NSW
4	3-5 June	Ipswich	QLD.
5	15-17 July	Bolivar	SA
6	26-28 August	Puckapunyal	VIC.
7	September 30 – October 2	Dubbo	NSW
National Cup Events			
14-15 October	Race of Stars	Gold Coast	QLD
State Championships			
1	11-13 March	NSW, SA, QLD, VIC	
2	29 April – 1 May		
3	17-19 June		
4	9-11 September		
1	30 September - 2 October		WA
1	8-10 July		NT
1	18-20 November		Tasmania

## LIFE MEMBERS

AKA Inc	Late Mr John Duckworth	27.07.1968	Victoria
AKA Inc	Mr Ray Harrison	08.08.1970	New South Wales
AKA Inc	Dr Ray Phillips	13.08.1972	Victoria
AKA Inc	Mr Arthur Gore	31.08.1974	Victoria
AKA Inc	Late Mrs June Hodgetts	31.08.1974	South Australia
AKA Inc	Mr Les Power	31.07.1976	Western Australia
AKA Inc	Mr Neil Osborn	07.08.1977	Queensland
AKA Inc	Late Mr Noel Hunter	09.08.1980	Victoria
AKA Inc	Late Mr Doug Liddle	08.08.1982	South Australia
AKA Inc	Late Mr Frank Swann	06.08.1983	Western Australia
AKA Inc	Mr Peter Ward	03.08.1984	Victoria
AKA Inc	Mr Geoff Jacobs	02.08.1986	Tasmania
AKA Inc	Mr Ken Mitchell	02.08.1987	New South Wales
AKA Inc	Mr William MacGregor	04.08.1991	South Australia
AKA Inc	Mr Don Singline	06.08.1993	Tasmania
AKA Inc	Mr Robert Edyvean	07.09.2000	Queensland
AKA Inc	Mr Barry Campbell	07.09.2000	Tasmania
AKA Inc	Late Mr Kevin Jenner	07.09.2002	South Australia
AKA Inc	Mr Harold Arnett	27.08.2004	Victoria
AKA Inc	Mr David Clarke	27.08.2004	Western Australia
AKA Inc	Mr Craig Denton	27.08.2004	South Australia
AKA Inc	Mr Gary Light	29.10.2005	Western Australia
AKA Inc	Late Mr Brian Farley	26.08.2006	New South Wales
AKA Inc	Mr Alf Capri	26.08.2007	Queensland
AKA Inc	Mrs Maureen Capri	26.08.2007	Queensland
AKA Inc	Mrs Pam Arnett	22.08.2008	Victoria
AKA Inc	Mr Max Laybutt	21.08.2010	New South Wales
AKA Inc	Mr Mick Stott	19.08.2011	South Australia
AKA Inc	Mr Dave Murray	15.02.2013	Victoria



## PAST NATIONAL EXECUTIVE MEMBERS

### Chairman

AKA Inc	G. Carlsen	17.08.63 - 28.10.63	New South Wales
AKA Inc	D. Ingersole	28.10.63 - 29.03.64	Victoria
AKA Inc	Late J. Self	29.03.64 - 31.10.64	South Australia
AKA Inc	G. Carlsen	31.10.64 - 10.07.65	New South Wales

### Chief Executive Officer

AKA Inc	Robert Edyvean	19.05.97 - 31.12.00	Queensland
AKA Inc	Colin Wilson	01.01.01 - 06.02.03	New South Wales

### National President

AKA Inc	D. Ingersole	19.07.65 - 26.08.67	Victoria
AKA Inc	I. Cowin	26.08.67 - 27.07.68	Victoria
AKA Inc	Ray Harrison	27.07.68 - 08.08.70	New South Wales
AKA Inc	L. Atherton	12.08.72 - 20.09.73	Queensland
AKA Inc	Les Power	20.09.73 - 08.08.80	Western Australia
AKA Inc	Neil Osborn	08.08.80 - 08.08.82	Queensland
AKA Inc	Geoff Jacobs	08.08.82 - 01.08.86	Tasmania
AKA Inc	Peter Ward	01.08.86 - 07.08.96	Victoria
AKA Inc	Robert Edyvean	07.08.96 - 17.05.97	Queensland
AKA Inc	Late Kevin Jenner	07.08.97 - 18.11.02	South Australia
AKA Inc	Donald Wells	21.02.03 - 29.10.05	Tasmania
AKA Inc	Richard Erdmann	29.10.05 - 21.08.09	New South Wales
AKA Inc	Trevor Crane	21.08.09 - 20.08.10	Victoria
AKA Inc	Simon Whiting	20.08.10 - 07.09.11	New South Wales
AKA Inc	Craig Denton	11.12.11 - 31.08.13	South Australia

### National Vice President

AKA Inc	I. Cowin	1966 - 1967	Victoria
AKA Inc	H. Rhodes	1967 - 1968	Victoria
AKA Inc	R. Phillips	1968 - 1970	Victoria
AKA Inc	J. Hooker	1970 - 1971	Western Australia
AKA Inc	Late L. Atherton	1971 - 1972	Queensland
AKA Inc	Les Power	1972 - 1973	Western Australia
AKA Inc	M. Paton	1974 - 1976	New South Wales
AKA Inc	Late Noel Hunter	1976 - 1980	Victoria
AKA Inc	Peter Ward	1980 - 1986	Victoria

**National Vice President (cont)**

AKA Inc	Don Singline	1986 - 1993	Tasmania
AKA Inc	Robert Edyvean	1993 - 1996	Queensland
AKA Inc	Barry Campbell	1996 - 2000	Tasmania
AKA Inc	Ralph van Doorn	2001 - 2002	Queensland
AKA Inc	Donald Wells	2002 - 2003	Tasmania
AKA Inc	Adrian Adams	2003 - 2004	Queensland
AKA Inc	Late Brian Farley	2004 - 2005	New South Wales
AKA Inc	Ian Mooney	2005 - 2007	South Australia
AKA Inc	Simon Whiting	2007 - 2010	New South Wales
AKA Inc	David Murray	2010 - 2011	Victoria
AKA Inc	David Kissock	2012 - 2013	South Australia

**National Secretaries**

AKA Inc	G. Carlsen	17.08.63 - 10.07.65	New South Wales
AKA Inc	J. de Laroy	10.07.65 - 26.08.67	Victoria
AKA Inc	Neil Osborn	26.08.67 - 27.07.68	Queensland
AKA Inc	Late June Hodgetts	27.07.68 - 01.08.86	South Australia
AKA Inc	Kerry Staples	01.08.86 - 14.02.96	Western Australia
AKA Inc	David Clarke	14.02.96 - 29.08.03	Western Australia
AKA Inc	Pam Arnett	29.08.03 - 31.08.13	Victoria

**National Treasurer**

AKA Inc	Late J. Duckworth	29.03.64 - 27.07.68	Victoria
AKA Inc	Arthur Gore	27.07.68 - 02.08.85	Victoria
AKA Inc	Late Frank Swann	02.08.85 - 05.08.89	Western Australia
AKA Inc	Mike Harper	05.08.89 - 01.08.91	Queensland
AKA Inc	Ian Gibb	01.08.91 - 07.08.97	Western Australia
AKA Inc	Hugh Johnston	07.08.97 - 05.09.01	New South Wales
AKA Inc	Shane Glanville	02.09.01 - 01.03.02	New South Wales
AKA Inc	Mark Sullivan	20.06.02 - 06.02.03	Tasmania
AKA Inc	Alan Barclay	29.08.03 - 30.04.04	Victoria
AKA Inc	Max Laybutt	27.09.04 - 19.08.11	New South Wales
AKA Inc	Peter O'Neill	19.08.11 - 27.10.12	New South Wales

**National Executive Member**

AKA Inc	Craig Denton	03.05.11 - 11.09.11	South Australia
AKA Inc	Troy Hunt	11.09.11 - 31.08.13	New South Wales

<b>A</b>	<b>Rule Number</b>
Alcohol - Drugs in Sport Policy	Refer to <a href="http://www.karting.net.au">www.karting.net.au</a>
Alcohol / Drugs	General, Chapter 1 Rule 32
Alcohol / Drugs - Testing	General, Chapter 1 Rule 33
Alcohol and Prohibited Substances Offences	General, Chapter 8 Rule 5 b)
AMSAC - Australian Motor Sport Appeal Court	General, Chapter 14
Appeals	General, Chapter 14
Appeals - Right of Appeal	General, Chapter 14 Rule 2
Appeals - Procedures, Time Limits & Fees	General, Chapter 14 Rule 3
Appeals - Tribunal Procedure	General, Chapter 13
Appeals - Withdrawal	General, Chapter 14 Rule 3
<b>C</b>	<b>Rule Number</b>
Classes	Class, Chapters 1-24
Classes - Consolidation of	Competition, Chapter 1 Rule 9
Classes - Over-Subscribed	Competition, Chapter 5
Classes - Under-Subscribed	Competition, Chapter 5
Communication - Cybersafety Policy	Refer to <a href="http://www.karting.net.au">www.karting.net.au</a>
Communication - Officials Radio Communications	General, Chapter 4 Rule 14
Communication - Telemetry	Technical, Chapter 1, Rule 7 d)
Competition - Alteration to Competition	General, Chapter 1 Rule 25
Competition - Announcement of Jurisdiction	General, Chapter 1 Rule 10
Competition - Duration of Meeting	General, Chapter 1 Rule 15
Competition - Postponement / Abandonment	General, Chapter 1 Rule 25
Competition - Practice	Competition, Chapter 1 Rule 18
Competition - Practice Discretion	Competition, Chapter 1 Rule 18
Competition - Supplementary Regulations Format	General, Chapter 5 Rule 3
Competition - Types	General, Chapter 1 Rule 7
Competition - Unauthorised	General, Chapter 1 Rule 24
Competition - Warm Up	Competition, Chapter 1 Rule 17
<b>D</b>	<b>Rule Number</b>
Driver's Briefing	Competition, Chapter 1 Rule 6
Drivers – Code of Driving Conduct	Competition, Chapter 3
Drivers - Disabled	Competition, Chapter 4 Rule 15
Drivers - Responsibilities	General, Chapter 1 Rule 4 & 5

Driving - Dangerous Re-Entry to Track	Competition, Chapter 3
Driving - Ducking Head	Competition, Chapter 1 Rule 13
Driving - Finishing Under Power	Competition, Chapter 1 Rule 28
Driving - Hinder Another Driver	Competition, Chapter 3
Driving - Holding a Line	Competition, Chapter 3
Driving - Leaving / Rejoining Circuit	Competition, Chapter 3
Driving - Observed Driving / Driving Standard	Competition, Chapter 1 Rule 12
Driving - Opposite Direction	Competition, Chapter 1 Rule 2
Driving - Shaking Hands	Competition, Chapter 1 Rule 14
Driving - Apparel	Technical, Chapter 7

**E****Rule Number**

Earplugs	Technical, Chapter 5 Rule 7
Earplugs - Spectators	Technical, Chapter 5 Rule 7
Engine - Engines and Transmission	Class, Refer to specific Class Rules
Engine - Shrouds (KT100s) - Not Permitted	Technical, Chapter 5 Rule 8
Engine - Liquid Cooled	Technical, Chapter 1 Rule 9 h)
Engine - Measuring	Technical, Chapter 6
Engine - Number of	Technical, Chapter 1 Rule 9 & Class, Refer to specific Class Rules
Engine - Replacement	Class, Refer to specific Class Rules
Engine – Running in an engine	General, Chapter 1 Rule 21
Engine - Sealing Nuts	Technical, Chapter 6 Rule 5
Engine - Sealing Tags - Method of Issuing	Technical, Chapter 6 Rule 5
Engine - Seals / Tags - Loss of	Technical, Chapter 6 Rule 5
Entries - Acceptance of Entry / Right to Reject	General, Chapter 1 Rule 17
Entries - Multiple Entry of a Kart/Engine	Technical, Chapter 1 Rule 9 e)
Events – Club Championship and Club	Competition, Chapter 5 Rule 7
Events – National Championships	Competition, Chapter 5 Rule 2
Events – National Cup, National Trophy & State Cup	Competition, Chapter 5 Rule 5
Events – National Series	Competition, Chapter 5 Rule 3
Events – State Championships	Competition, Chapter 5 Rule 4
Events – State Series & Zonal Club Championship	Competition, Chapter 5 Rule 6

<b>F</b>	<b>Rule Number</b>
Fees	General, Chapter 2
First Aid / Ambulance / Ambulance Membership	General, Chapter 6
Flag Signals / Lights	Competition, Chapter 2
Fluids - Cleaning Fluid In Paddock	General, Chapter 4 Rule 16
Fuel	Technical, Chapter 3
Fuel - Additives	Technical, Chapter 3 Rule 5
Fuel - Approved	Technical, Chapter 3 Rule 2
Fuel - Containers	General, Chapter 4 Rule 12 b)
Fuel - Control	Technical, Chapter 3 Rule 3
Fuel - Offences	Technical, Chapter 3 Rule 6
Fuel - Overflow Bottles	Technical, Chapter 1 Rule 9 i)
Fuel - Testing Equipment	Technical, Chapter 6 Rule 12
Fuel - Testing	Technical, Chapter 6 Rule 12
<b>G</b>	<b>Rule Number</b>
Gridding - Incorrect Grid Position	Competition, Chapter 1 Rule 22 d)
Gridding - System of	Competition, Chapter 1 Rule 21
Gridding - Two Minute Board to vacate the Grid	Competition, Chapter 1 Rule 21 i)
Gridding - Two Minutes to Fill The Grid	Competition, Chapter 1 Rule 21 c)
Guards - Chain / Engine	Technical, Chapter 1 Rule 9 g) (iii)
<b>H</b>	<b>Rule Number</b>
Homologation	Technical, Chapter 2
<b>I</b>	<b>Rule Number</b>
Insurance	General, Chapter 3
Injured Driver Clearance	Competition, Chapter 1 Rule 8
<b>K</b>	<b>Rule Number</b>
Kart - Advertising	General, Chapter 1 Rule 23
Kart - Airbox / Induction Noise Silencer / Adapter	Technical, Chapter 1 Rule 9 m)
Kart - Bar Codes	Technical, Chapter 6 Rule 5
Kart - Batteries	Technical, Chapter 1 Rule 8 i) (ii)
Kart - Cameras on Karts	Technical, Chapter 1 Rule 8 i) (iv) & Class Refer to specific Class Rules

## Index

Kart - Ceramic Bearings	Technical, Chapter 1 Rule 6 e)
Kart - Change of Chassis	General, Chapter 1 Rule 28
Kart - Chassis	Technical, Chapter 1 Rule 8
Kart - Clutches	Technical, Chapter 1 Rule 9 g) (ii)
Kart - Exhaust Muffler	Technical, Chapter 1 Rule 9 n) (viii)
Kart - Exhaust Header Pipe & Exhaust System	Technical, Chapter 1 Rule 9 n)
Kart - Exotic Materials	Technical, Chapter 1 Rule 6 f)
Kart - Australian Formula	Technical, Chapter 1
Kart - Nassau Panel	Technical, Chapter 1 Rule 8 g) (iv)
Kart - Non-Technical Items	Technical, Chapter 1 Rule 10
Kart - Front Fairing (Nose cones)	Technical, Chapter 1 Rule 8 g) (ii)
Kart - Side Pods	Technical, Chapter 1 Rule 8 g) (iii)
Kart - Steering	Technical, Chapter 1 Rule 8 h) (i)

<b>L</b>	<b>Rule Number</b>
Licences	Competition, Chapter 4
Licences - Age Divisions	Competition, Chapter 4 Rule 14
Licences - Endorsement A Grade	Competition, Chapter 4 Rule 16
Licences - Endorsement B Grade	Competition, Chapter 4 Rule 16
Licences - Endorsement C Grade	Competition, Chapter 4 Rule 16
Licences - Endorsement D Grade	Competition, Chapter 4 Rule 16
Licences - Types	Competition, Chapter 4 Rule 17 – Rule 22
Licences - Grading & Upgrading	Competition, Chapter 4 Rule 15
Licences - 60 years and over	Competition, Chapter 4 Rule 2 f)
Licences - Expiry of Licences	Competition, Chapter 4 Rule 10
Licences - Withdrawal of	Competition, Chapter 4 Rule 9
Licences – Production of	Competition, Chapter 4 Rule 11
Licences – Refusal of	Competition, Chapter 4 Rule 6
Licences – Responsibility of Competitor, Driver, Other	General, Chapter 1 Rule 5

<b>N</b>	<b>Rule Number</b>
Noise	Technical, Chapter 5
Noise - Control	Technical, Chapter 5
Noise - Induction Silencer Adaptor	Technical, Chapter 1 Rule 9 l) (viii)

## Index

Noise - Induction Silencer	Technical, Chapter 1 Rule 9 m)
Noise - Measuring	Technical, Chapter 5 Rule 3
Noise - Offences & Penalties	Technical, Chapter 5 Rule 6
Noise - Permitted Level	Technical, Chapter 5 Rule 2
Noise - Safety	Technical, Chapter 5 Rule 7
Noise - Testing Equipment	Technical, Chapter 5 Rule 3
Numbers	Competition, Chapter 1 Rule 11
Numbers - Same Numbers in One Class	Competition, Chapter 1 Rule 11 k)

## O

## Rule Number

Offences	General, Chapter 8
Offences - Abuse or Intimidation and Threats	General, Chapter 8 Rule 5 m)
Offences – Conduct Prejudicial	General, Chapter 8 Rule 5 d)
Offences - Fail or Refuse to Present Kart	General, Chapter 8 Rule 5 p)
Offences - Failure to Obey	General, Chapter 8 Rule 5 j)
Offences - Heat Guns / Heating Devices	Technical, Chapter 4 Rule 1 f)
Offences - Illegal Engine or Part	General, Chapter 8 Rule 5 p)
Offences - Intimidation	General, Chapter 8 Rule 5 m)
Offences - Error by Judge of Fact	General, Chapter 7 Rule 19 f)
Offences - Passing Under Yellow Flag	Competition, Chapter 2 Rule 2 e)
Offences - Remove Impounded Kart	General, Chapter 4 Rule 12 & Technical, Chapter 6 Rule 3
Offences - Remove Seal / Mark	Technical, Chapter 6 Rule 5
Offences - Smoking / Welding	General, Chapter 4 Rule 15
Offences - Reprimand	General, Chapter 9 Rule 6
Officials - Duties	General, Chapter 7
Officials - Essential	General, Chapter 7 Rule 4
Officials - Judge of Fact	General, Chapter 7 Rule 19
Officials - Judge of Fact - No Protest	General, Chapter 12 Rule 3
Officials - Safety of	General, Chapter 4 Rule 13

## P

## Rule Number

Penalties	General Chapter 9
Penalties - Exclusion - Identifying Marks	General, Chapter 9 Rule 13
Penalties - Exclusion From Event	General, Chapter 9 Rule 6
Penalties - Exclusion from Meeting	General, Chapter 9 Rule 6

Penalties - Exclusion From section of the Event	General, Chapter 9 Rule 6
Penalties - Exclusion or Suspension	General, Chapter 9 Rule 6
Penalties - Maximum - By Tribunal	General, Chapter 9, Rule 15
Penalties - Maximum - Stewards	General, Chapter 9 Rule 6
Penalties - Endorsement On Licence	General, Chapter 9 Rule 12
Penalties - Points	General, Chapter 9 Rule 6
Penalties – Suspension	General, Chapter 9 Rule 6
Penalties - Suspension / Driver	General, Chapter 9 Rule 6
Penalties - Time	General, Chapter 9 Rule 6
Photography - Images	General, Chapter 1 Rule 35
Pit Crew - Apparel	Technical, Chapter 7 Rule 6
Pit Crew - On Track	Competition, Chapter 1 Rule 23
Protective Clothing	Technical, Chapter 7
Protective Clothing - Safety Helmet – Cadets & Rookies Only	Technical, Chapter 7 Rule 2 k)
Protective Clothing - Helmet / Safety Apparel Within Track	Competition, Chapter 1 Rule 7
Protective Clothing - Helmet Damaged	Technical, Chapter 7 Rule 2 b)
Protective Clothing - Long Hair	Technical, Chapter 7 Rule 1 c)
Protective Clothing - Helmet	Technical, Chapter 7 Rule 2
Protective Clothing - Wearing Safety Apparel	Competition, Chapter 1 Rule 7

<b>R</b>	<b>Rule Number</b>
Racing - Eligibility to Race Final	Competition, Chapter 5
Racing - Kart direction	Competition, Chapter 1 Rule 2
Racing - Lapping Competitor	Competition, Chapter 3
Racing - Opposite Direction to	Competition, Chapter 1 Rule 2
Racing - Outside assistance - Before Race Starts	Competition, Chapter 1 Rule 21 & 23
Racing - Outside assistance - Before Race Starts - Push	Competition, Chapter 1 Rule 21 & 23
Racing - Outside assistance - Before Start - Junior/ Cadet	Competition, Chapter 1 Rule 21 & 23
Racing - Pole Sitter	Competition, Chapter 1 Rule 22
Racing - Qualifying - Fail to Register a Time	Competition, Chapter 1 Rule 19 k)
Racing - Race Line	Competition, Chapter 3
Racing - Red Flag - Race Stoppage	Competition, Chapter 1 Rule 24
Racing - Rejoining Track	Competition, Chapter 3
Racing - Shorten / Lengthen a Race	Competition, Chapter 1 Rule 4
Racing - Stop on Course	Competition, Chapter 1 Rule 23
Racing - Stoppage/Restart	Competition, Chapter 1 Rule 25



## Index

Racing - Qualifying	Competition, Chapter 1 Rule 19
Racing - Use of Track During a Race	Competition, Chapter 3
Racing - Win by Default	Competition, Chapter 1 Rule 26
Racing - Winner of Draw	Competition, Chapter 1 Rule 27
Racing - Withdrawal from Event	General, Chapter 1 Rule 22
Rules - Acquaintance with	General, Chapter 1 Rules 4, 5 & 6
Rules - Spirit and Intent	General, Chapter 1 Rule 3
<b>S</b>	<b>Rule Number</b>
Scrutineering - Inspection /Kart / Apparel	Technical, Chapter 6 Rule 1
Scrutineering - Inspection Any Time	Technical, Chapter 6
Scrutineering - Post Event Scrutineering	Technical, Chapter 6 Rule 3
Scrutineering - Stickers	Technical, Chapter 6 Rule 1
Scrutineering / Technical Inspection	General, Chapter 1 Rule 18 & Technical, Chapter 6
Start - Procedure	Competition, Chapter 1 Rule 22
Starting - Assistance Before Start - Junior / Rookies	Competition, Chapter 1 Rule 23
Starting - Reaching Baulk Line	Competition, Chapter 1 Rule 21
Starting - Breaking Start	Competition, Chapter 1 Rule 22
Starting - Restarting - Karts Fitted With Clutches	Competition, Chapter 1 Rule 23
Starting - Restarting Kart	Competition, Chapter 1 Rule 23
Starting - Single File	Competition, Chapter 1 Rule 21 m)
Starting - Stalled Kart	Competition, Chapter 1 Rule 22
Starting - Standing Starts	Competition, Chapter 1 Rule 22 e)
Starting - Start Out of Position	Competition, Chapter 1 Rule 22
Starting Kart Engines - Outgrid	Technical, Chapter 5 Rule 7
Starting Kart Engines - Pits	Technical, Chapter 5 Rule 7
Starting Kart Engines - Safe Area	Technical, Chapter 5 Rule 7
Stewards - Hearing	General, Chapter 11
Stewards - Hearing - Attendance	General, Chapter 11 Rule 2
Stewards - Junior Facing Stewards	General, Chapter 11 Rule 1 f)
Stewards - Power of	General, Chapter 7 Rule 10
Stewards - Circuit Maintenance	General, Chapter 4 Rule 4

<b>T</b>	<b>Rule Number</b>
Technical	Technical Rules
Technical - Compliance Checking	Technical, Chapter 6
Technical - Cylinder Head Volume Testing	Technical, Chapter 6 Rule 7
Track	General, Chapter 4
Track - Breakdown Lane	General, Chapter 4 Rule 11
Track - Circuit Standard / Length	General, Chapter 4
Track - Inspection - State/Annual	General, Chapter 4 Rule 3
Track - Licence	General, Chapter 4 Rule 1
Track - Lines - Acceleration Line	General, Chapter 4 Rule 7
Track - Lines - Baulk Line	General, Chapter 4 Rule 5
Track - Lines - Start / Finish Line	General, Chapter 4 Rule 9 & 10
Track - Log Book	General, Chapter 4 Rule 4 c)
Track - No-Man's Land	General, Chapter 4 Rule 8
Track - Parc Ferme / Paddock	General, Chapter 4 Rule 12
Track - Retrieval Vehicles / Trailers	General, Chapter 4 Rule 19
Track - Safety Officer - Club	General, Chapter 4 Rule 2
Track - Temporary Circuit	General, Chapter 4 Rule 17
Transponders - Driver Responsibility	Competition, Chapter 1 Rule 10
Transponders - Fitting	Technical, Chapter 1 Rule 8 i)
Tyres	Technical, Chapter 4
Tyres - Approved	Technical, Chapter 4 Rule 1
Tyres - Bead Retention	Technical, Chapter 1 Rule 8 c) (i) 6)
Tyres - Change of Tyres	Technical, Chapter 4 Rule 4
Tyres - Choice - Wet or Dry	Technical, Chapter 4 Rule 2
Tyres - Combination-Wet/Dry (Excludes Chapter 44)	Technical, Chapter 4 Rule 1 g)
Tyres - Damaged or Worn-Out	Technical, Chapter 4 Rule 4
Tyres - Marking and / or Recording	Technical, Chapter 4 Rule 3
Tyres - Number Permitted	Technical, Chapter 4 Rule 3 & Class, Refer to specific Class
Tyres - Pooling	Technical, Chapter 4 Rule 5
Tyres - Pre-Heating	Technical, Chapter 4 Rule 1 c)
Tyres - Treatment	Technical, Chapter 4 Rule 1 c)

## ***Index***

<b>W</b>	<b>Rule Number</b>
Weight - Ballast	Technical, Chapter 1 Rule 5
Weight – Minimum	Technical, Chapter 1 Rule 5 & Class, Refer to specific Class Rules
Weight - General	General, Chapter 1 Rule 20
Weight - In Apparel	Technical, Chapter 7 Rule 1 e)
Weight - Kart Maximum - Heavy Classes	Class, Refer to specific Class Rules
Weight – Judge of Fact	General, Chapter 7 Rule 23
Weight - Scales	General, Chapter 7 Rule 23 & Technical, Chapter 1 Rule 5



## Notes



# **BRIDGESTONE**

## **SUPERCUP**



# **1000**

## **REASONS NOT TO MISS THE**

# **BRIDGESTONE**

## **SUPERCUP**

**THE WINNER OF THE BRIDGESTONE  
SUPER CUP WILL BE AWARDED  
\$1000, WHICH WILL BE DECIDED  
FROM THE BELOW CRITERIA;**

### **CRITERIA**

- DRIVER / KART PRESENTATION
- SPORTSMANSHIP
- PIT AREA PRESENTATION
- MOST IMPROVED OVER THE ROUND
- MOST IMPROVED OVER THE SERIES
- CONSISTENCY
- QUALIFYING AND OVERALL  
POSITION AFTER EACH ROUND
- COURTESY TO VOLUNTEERS AND  
OFFICIALS

### **CATEGORIES**

**Australian Karting  
Championship:**

- KA9
- KA12
- KA JUNIOR

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**(07)55960718 Email: [info@pfginfo.com.au](mailto:info@pfginfo.com.au)**

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