

2026 AUSTRALIAN KARTING MANUAL

NATIONAL COMPETITION

RULES



2024
OVERALL
PHOTO OF
THE YEAR
PACE IMAGES



2024
PHOTO OF
THE YEAR
NON-PACE
TIM FRANCIS



2024
PHOTO OF
THE YEAR
SLOWDOWN
PACE IMAGES



2024
PHOTO OF
THE YEAR -
ACTION
PACE IMAGES

2026 AUSTRALIAN KART CHAMPIONSHIP

5 ROUNDS

1 GOAL



ROUND 1 – MARCH 13-15 – COFFS HARBOUR, NSW**

ROUND 2 – MAY 15-17 – IPSWICH, QLD

ROUND 3 – JULY 3-5 – TOWNSVILLE, QLD**

ROUND 4 – SEPTEMBER 4-6 – SEYMOUR, VIC

ROUND 5 – OCTOBER 16-18 – BOLIVAR, SA

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PUMP
WARRANTY

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3
YEAR
PUMP
WARRANTY

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KA Manual 59th 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 November 2025.

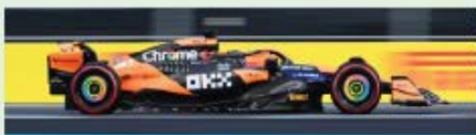
“That the National Competition Rules as submitted to the Board be and are approved as the National Competition Rules of the KA as and from the first day of January, 2026. All previous Competition Rules in use in Australia, to the extent that such Rules conflict with the Rules presently submitted, being thereby superseded from that date.”

A dynamic version of the 2026 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 website. It will have full regulatory value and effect.



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through
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national
voice for
2-wheel and
4-wheel
Australian
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The purpose of the Australian Motorsport Council is to provide a credible united voice and effective advocacy for Australian motorsport.



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National Competition Rules (NCR) Adjustment Information

Text in Green is text that was inserted into the NCR's after 1 June and before 31 December 2025.

Text in Black that is struck out has been removed from the NCR's with effect from 1 January 2026.

Text in Red has been added to the NCR's with effect from 1 January 2026.

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Ross Mallett - Company Secretary

Kelvin O'Reilly - Chief Executive Officer

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Robert Motbey

Victoria

Phil Lane

Western Australia

Alan Waddingham

South Australia

Ian Watson

Queensland

Michelle Rowe

Tasmania

Anthony McCullagh

Northern Territory

Kristian Butler



**Karting Australia is a founding member
of the Australian Motorsport Council**

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John Wishart: Co-Chair

Phil Lane: Co-Chair

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The Secretary

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KA Appeal Tribunal Secretary

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Email: Discipline@karting.net.au

State Tribunals

KA Appeal Tribunal Secretary

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

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TaG 125



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Karting Australia invests substantial time and resources in developing, reviewing and updating the Karting Manual and National Competition Rules every year.

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 2025 Edition of the Karting Manual and National Competition Rules and all subsequent editions, releases and updates of them.

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GUIDING PRINCIPLES OF THE AUSTRALIAN KARTING ASSOCIATION

Karting Australia is the sole body in Australia recognised by the Federation Internationale de 'l Automobile (FIA) and Motorsport Australia to organise, regulate and control the sport of Karting in Australia.

Our vision is for karting to be a fun, welcoming, respectful, and inclusive sport that always focuses on safety and customer satisfaction.

Our Purpose is to lead, govern, inspire, promote, and grow the sport and recreational activity of Karting in Australia.

The Karting Australia Board recognises the utmost importance of ensuring that all karting competitions are enjoyable, equitable, well-organised, and offer the highest possible value for participants' investment. We strive to create a quality environment where individuals can engage in karting for the sheer pleasure of the sport, while also having the opportunity to pursue excellence at elite levels.

To achieve these goals, we uphold sound principles of governance, administrative responsibility, and decision-making at the National, State, and Club levels. We emphasise the values of respect, fairness, and transparency in Officiating and the overall conduct of the sport across all levels. These principles should not be taken lightly, as neglecting them would alienate those who have the right and the desire to compete in karting on a level playing field.

The sport of Karting should always prioritise the following goals and duties:

- Boosting involvement in the sport by creating and executing active programs aimed at the development of the sport, clubs, communities, and members;
- Developing a purposeful strategy to establish a uniform national regulatory framework that enables participation across all States without any extra prerequisites;
- Forming and nurturing relationships with important stakeholders to enhance the overall quality of Karting;
- Putting an emphasis on promoting fairness and diversity in both the sport and the organisation, specifically among youth, women, those with disabilities, indigenous communities, and groups of diverse cultural backgrounds;
- Contributing to the creation of a National Infrastructure and Facilities Strategy to ensure that the sport has access to suitable facilities and venues in the future;
- Actively participating in and supporting the goals and objectives outlined in the KA Strategic Plan.

Including National Competition Rules for 2026

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 twelfth edition of the Australian Karting Association Ltd Karting Manual. This is also the 59th 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. 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 Rules and 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 who participates in our sport. These are available online at 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 24 November 2025, it was resolved:

“That the National Competition Rules as submitted to the Board be and are approved as the National Competition Rules of KA as and from the first day of January, 2026. 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 Reference to “Rules” in the Constitution shall mean these “National Competition Rules” set out in the “2026 Australian Karting Manual” including all Definitions, Administrative Procedures, General Rules, Competition Rules, Technical Rules and Class Rules including but not limited to all Homologation Documents, Technical Specifications and the International Sporting Code of the FIA.

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

DEFINITIONS

1st Line of Protection (1LoP) A barrier erected as a defence to safely restrain the forward movement of a kart that has left the Track and contain the kart within the confines of the 1LoP. A Track will have a 1LoP for its full perimeter.

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 must be approved by KA or the SKA that is responsible for issuing the Supplementary Regulations 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 a Kart may be pushed.

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

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

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

CEO: Means the Chief Executive Officer of KA who is appointed by the Board in accordance with the Constitution of AKA Ltd.

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. Also referred to a FIA Karting.

Circuit: A closed Track, permanent or temporary beginning and ending at the same point, built or adapted specifically for KA sanctioned Karting activity and including but not limited to the Track, in grid and out grid, and all the reserved areas designated solely for Licence Holders.

Circuit Inspector: A person who has been appointed by an SKA or by KA and accredited and approved by KA and who has the responsibility to undertake a Circuit Inspection on behalf of KA and the SKA. For the avoidance of doubt this includes a Track Inspector.

Circuit Inspection: An inspection of the Circuit and Course undertaken by a Circuit Inspector to establish compliance with the KA "Circuit Regulations and Guidelines" using a Targeted Risk Assessment methodology and also establish recommendations and works programs along with verifying or approving those works programs. A Circuit Inspection will also verify the conditions and services required for the conduct of National and International competitions.

Circuit Licence: A certificate of registration of a Circuit, which has been inspected by a Circuit Inspector, stipulating the conditions under which it may be used for Kart Competitions and Karting Activities. No Competition shall be permitted on any Circuit which does not hold a Circuit Licence.

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

Circuit Regulations and Guidelines: Means the document approved by the Board from time to time that prescribes the Regulations governing the Circuit construction and safety requirements for new and existing Circuits along with the mandatory Circuit Inspection requirements and protocols for, Circuit Licencing, maintenance, structural changes and the national safety framework for Circuits, Course and Tracks that may be Licenced by KA.

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

Club Group: A group of Classes and/or Divisions in which Club Competition is required to take place subject to Track density limitations.

Communicable Disease Direction: Means a direction, directive, order, instruction or Regulation made by the KA CEO under delegated authority from the KA Board, that is intended to achieve the objective of protecting the health and safety of Licence Holders, and/or compliance with Government directions, instructions, recommendations and orders in Federal and State jurisdictions as may be appropriate and to assist in the mitigation and control of a Communicable Disease or Diseases.

Compete: A Driver 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 or acceptable to KA to an eligible person and which is necessary for that person to Compete in a Competition or to participate in a Karting Activity.

A Competition Licence will be issued to a Driver.

- If issued to an individual as a 12 Month Drivers Licence, it is valid:
 - o For a period of twelve (12) months from the date of issue; and
 - o Only when held in conjunction with current membership of an affiliated Club
- If issued to an individual as an 8-Day Licence, it is valid:
 - o Until 11.59pm on the eighth (8th) day after it was issued; and
 - o The person to whom it is issued will be deemed to be the holder of a current membership of the affiliated Club that is the Organiser of the Event in which that individual intends to Compete
- A Competition Licence shall entitle the holder to participate only in a Competition or a Karting Activity in accordance with the limitations attaching to the particular licence.
- The holder of a Competition 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 Competition Licence are available to the holder only at activities conducted under these Rules and opportunities offered by KA

Competitor: A person who holds a Drivers Licence issued by or acceptable to KA, and who is entered to drive a Kart in a Competition.

Constitution: Means the constitution of the Australian Karting Association Ltd.

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

Course: A road or track, and the inherent installations, including but not limited to the Circuit, Spectators Areas and Paddock Area, used for Karting Competitions. A Course may be temporary or permanent depending on the character of its installations and its availability for competitions.

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 π will be regarded as 3.1416.

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

Disqualification: means that a person or persons may not continue to participate in a Competition. The Disqualification may be for part of a Competition (e.g. heat, final, free practice, qualifying practice sessions, Race, etc.) the whole Competition or several Competitions within the same Event, at the discretion of the Stewards and may be pronounced during or after the Competition, or part of the Competition, as determined by the Stewards. The disqualified person's relevant results or times are voided. An appeal against a sentence of Disqualification shall not set aside such sentence pending determination (Disqualified shall have the same meaning.)

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 a Competitor was shown the blue and red double diagonal flag

Driver: A person who holds a Drivers licence issued by or acceptable to KA and who is entered to drive a Kart in a Competition or to drive a Kart in a Karting Activity.

Dry Weather Tyre: An approved Tyre specifically manufactured for dry weather use.

Endurance Event: An Endurance Event is an Event where the Race will be conducted over a set time limit or a set distance with a duration of not less than one (1) hour.

Entry: An Entry is a contract between a Competitor (and in the case of a Minor Driver, their Guardian or Participant's Licence Holder) and the Organiser concerning the participation of the said Competitor in a given 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 at 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: A person or body shall be said to be excluded when they have been definitively (permanently) forbidden to take part in any Competition whatsoever. It shall render null and void any previous Entry made by the person excluded and shall entail the forfeiture of Entry fee. (Excluded shall have the same meaning.)

FIA: Federation Internationale de l'Automobile.

Field: Consists of all of the Karts in a Division, Class or Classes or Club Group on the Track at that time.

Final Classification: Means results published upon completion of the scrutineering and/or all Stewards' decisions (in the event of an Appeal or of subsequent technical checks, a caveat can be added).

Finish Line: The final control line on a 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.

Hearing : A proceeding conducted in accordance with the Rules where an issue of rule, regulation or fact is tried and evidence is presented to help determine the issue. If a person covered by these Rules is called upon to attend a Hearing, they must attend at the place and time specified for the hearing and cooperate fully with the proceedings. Failure to attend a Hearing when called upon to do so is an offence and when the person who fails to attend the Hearing is the subject of the Hearing, may lead to the Hearing being conducted 'in absentia'.

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>.

International Competition: Means either a Championship, Cup, Trophy, Challenge or Series registered on the FIA International Karting Calendar and/or a National Competition organised by another ASN.

ISC: International Sporting Code of the FIA.

Judicial Bodies: Means the Stewards of a Meeting, the National Stewards Panel, a Tribunal, the National Judicial Commissioner, AMSAC, the Board, and the CEO, acting on judicial matters in accordance with the Rules. Judicial Body will mean any one of the Judicial Bodies.

Kart: An automobile complying with the specific requirements of these Rules, including but not limited to the Technical Rules, Class Rules Homologation requirements and documents and that have been Approved for use in Competition and/or Karting Activities by KA.

Karting Activity: Means any non-competitive activity that is conducted under an Organising Permit and insured by KA's Insurance program, including but not be limited to an Organised Social Karting activity under these Rules, which for the avoidance of doubt shall include but not be limited to General (Private) Practice, Training, Bring A Mate, Come and Try, Junior Sprockets and Junior Sprockets Plus sessions under these Rules.

Karting Activity Controller (KAC): means a person who holds a Karting Activity Controller's Licence (Level-5) or a Senior Race Official's Licence of any Level (4, 3, 2, or 1) issued by KA and whose name has been advised to the relevant SKA in accordance with article 3 d) of Appendix 1 to the NCR's and who is in control of a Karting Activity in accordance with Appendix 1.

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 Bylaw B8.

KOMP: is KA's Karting Online Management Portal that has replaced CMS.

Licence: Means a certificate of registration issued to any person (including but not limited to Drivers, Participant's Licence Holder, Officials, Mechanics, Pit Crew) wishing to participate or take part, in any capacity whatsoever, in Competitions and/or Karting Activities governed by the Rules.

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

Licence Holder: Means a person or entity who holds a Licence that has been issued by or is acceptable to KA.

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

Masters: Means a Division specified in a Class that is based on the age of the Senior Licence Holders. Unless otherwise approved by KA and specified in Class Rules or State Regulations and/or Supplementary Regulations the minimum age will be 40 years.

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

Medical Response Plan: means a compulsory official document for an Event or Karting Activity detailing the level of medical service planning and medical response capacity that is required and planned for an Event or Karting Activity and that complies with General Rules, Chapter 6, Rule 2.

- A Medical Response Plan for a Competition (either MRP Form 1, 2 or 3) that that has been approved by either the SKA or KA and that forms part of the official paperwork of a Meeting must be provided to the Organiser and the Stewards of the Meeting by the SKA or KA.
- A Medical Response Plan for a Karting Activity (a MRP Form 3 - an Emergency Response Information Sheet) that that has been approved by either the SKA or KA must be provided to the Karting Activity Organising Club by the SKA or KA. Upon receipt of the approved Form 3, the Organising Club must display it on the notice board until 31 December of that year.

Medically Inactive is the status that must be applied to the Licence of a person who has:

- Suffered a Significant Injury (including, but not limited to, Concussion) at a Circuit or elsewhere; or
- experienced a medical condition that required treatment at, or admission to, a hospital, urgent care clinic, or similar medical facility, and which may have required surgical intervention.

A Licence Holder who has been declared Medically Inactive, or who meets the criteria for being deemed Medically Inactive but has not yet been formally declared as such, must obtain written medical clearance from a registered medical practitioner (the "Clearance Certificate") prior to being declared FIT to return to or participate in the sport. The Clearance Certificate must be submitted in accordance with General Rules, Chapter 6, Rule 6 and is a mandatory requirement for the removal of the Medically Inactive status from the Licence.

Meeting Integrity Delegate (MID) Means a person appointed by KA to observe and monitor the consistent, fair, and proper application of the Rules at a Meeting included on the KA Calendar (the National Calendar). The MID will report solely to KA and, in exceptional circumstances, may provide interpretative and authoritative guidance to the Chief Steward or the Clerk of the Course to support the integrity, safety, and consistency of the conduct of the Meeting.

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

Member: Means a person who is considered to be a member of KA pursuant to Rule 5 of the Constitution.

Minor Driver: Means a Driver under the age of 18 years.

Misconduct: Refers to inappropriate, improper, unsanctioned or unsportsmanlike behaviour exhibited by an individual that does not comply with the Rules, guidelines, or standards set by KA and that may result in potential harm or disrespect towards others and/or the sport of karting, and/or KA and/or a SKA and/or a Club. Misconduct is categorised into two levels of severity:

- Ordinary misconduct constitutes offences that are graded as being low or medium level.
- Serious misconduct constitutes offences that are graded as being high or serious level. They may entail deliberate and/or wilful behaviour that is improper and/or intimidatory, and/or unacceptable and/or disrespectful, and/or that causes risk to the reputation of karting and/or to the health and safety of a person. Serious misconduct includes but is not limited to assault, theft, wilful and/or serious damage of someone else's property, severe or extreme abuse of an Official, assault of an Official or a Licence holder.

Motorsport Australia: The trading name of 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.

National Judicial Commissioner: Means a person whose role it is to determine the appropriate penalty that should be imposed following a Stewards Hearing at a National Level Meeting, where the Stewards have found the person in breach of the Rules and have recommended a penalty be imposed which is beyond their powers (i.e. Suspension, Exclusion, Fine greater than \$1,000), or to hear and adjudicate any matter referred to them by the CEO in accordance with the Rules.

NCR: Has the same meaning as Rules.

NCSC: means the National Circuit Safety Committee.

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, and SKA or by the Organisers of a Meeting.

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

Organiser: Means 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 Committee: The Organiser of a Meeting 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. No Steward who is appointed to officiate at the Meeting is permitted to be a member of the Organising Committee for that Meeting.

Organising Permit: A compulsory official document for all Events and Karting Activities authorising the organisation of a Competition and/or the conduct of a Karting Activity under the Rules.

- It will be signed and issued by KA for Events on the KA National Calendar and by an authorised representative of an SKA for all Events on their State Karting Calendar.
- An Organising Permit for a Competition must be **uploaded to KOMP** and provided to the Organiser and the Stewards of the Meeting and must be displayed by the Organiser on the notice board for the duration of the Meeting.
- A Provisional Organising Permit for a Karting Activity must be issued by an SKA **uploaded to KOMP** and provided to an Organising Club, which, upon receipt of it, must display it on the notice board until 31 December of that year. It must be activated in accordance with Appendix 1.

Paddock: An area within a Course 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 Karts for, amongst other things, 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. Only authorised persons are permitted access to the area.

Parc Fermé Conditions Means a condition under which no repairs, replenishment, servicing, checking, tuning, adjustment or other work may be carried out on any Kart and/or Driver. Parc Fermé Conditions apply to all Karts and/or Drivers located within Parc Fermé, or at any other time or location on the Circuit when such conditions are declared to be in effect, unless expressly permitted within these Rules and only under the supervision and direction of the Officials.

Participant: Means any person having access to the Circuit. This includes any person or corporation which is directly associated with a Competitor and/or Driver and/or the holder of a Participant's Licence.

Participant's Licence: Means a certificate of registration issued by KA to a parent or Legal Guardian of a Minor Driver if they do not hold a current KA Drivers Licence to enable them to enter such Minor Driver in a Competition or to participate in a Karting Activity and to enter any restricted area of a Circuit during a Competition within which the Minor Driver is entered to Compete.

- The person to whom it is issued may be a member of an affiliated Club, but in all circumstances for the purpose of the Participant's Licence the person shall be deemed to be an Individual Member pursuant to Rule 5 of the Constitution.
- A parent and/or legal guardian that holds a current KA Drivers licence and who is listed in the KOMP as the Participant's licence holder for the Driver is deemed to be the holder of a Participant's Licence.

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.

Protest: Means a formal statement of objection against a Licence Holder, action, result or any other matter occurring either at a Meeting or outside a Meeting where there is a nexus to karting in accordance with the Rules.

Provisional Classification: Means the results published by the Timekeeper on MyLaps Speedhive after the end of the session or Competition concerned. This classification may be revised following a decision of a **Judicial Body**, the **Stewards** and/or **Tribunal**.

Race: A Competition held on a closed Circuit between two or more Karts, running at the same time on the same Track, 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.

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 KA Policies, Schedules and Appendices, including but not limited to the Homologation Documents, Sporting Regulations, applicable State Regulations, Supplementary Regulations, Addendums, Further Supplementary Regulations, Bulletins, Instructions, Drivers Briefing documents and notes, Communicable Disease Directions and the ISC.

Significant Incident: is any serious occurrence - intentional, unintentional, careless, or negligent that takes place on the Track or elsewhere within the Circuit (including but not limited to the Pits, Paddock, In-grid, Out-grid, Parc Fermé) which warrants formal reporting due to its nature and potential impact. This includes, but is not limited to, incidents that may constitute an Offence, may result in an Injury, relate to safety works or modifications required to be carried out during the event.

- If any person suffers an injury and/or any person is given medical attention by First Aid Personnel, as a result of the Significant Incident, an Injury Report MUST be completed by First Aid Personnel and submitted to the Stewards with the Significant Incident Report.

Significant Incident Form: is used to record details of any Significant Incident that occurs during an Event. It must be completed by an Official with first-hand knowledge of the incident or its outcome and is included in the Steward's meeting records. It may be referenced in the case of an internal investigation by race officials, and/or inquiry by an external authority.

Significant Injury: Means a physical injury that includes but is not limited to fractured bones, abdominal, head and/or chest injuries, and/or major ligament injuries, that require the injured person to be treated at and/or admitted to a hospital and that may require the injured person to undergo surgery requiring a general anaesthetic, and/or a person who has been diagnosed with concussion.

- A person who has suffered a Significant Injury will automatically be deemed UNFIT and their Licence will be made Medically Inactive until they are declared FIT to return to the sport.

SKA: Means a State Karting Association which is an Ordinary Member as defined in the Constitution and which is delegated with certain responsibilities to administer Karting in such State or Territory in accordance with the Constitution, Rules, Regulations, Policies, Procedures and directives of KA.

SKC: A State Karting Council of an SKA.

State Calendar: The calendar of Events approved by an SKA on an annual basis that will require the issuing of an Organising Permit by the relevant SKA.

Sporting 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 approved by KA. Should there be a conflict between the Rules and the Sporting Regulations, the Sporting Regulations will prevail. **Championship Regulations shall have the same meaning.**

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 the Constitution.

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 on a 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 SKA (State, Zonal and Club Competition.) All State Regulations must be promulgated by a

SKA and approved by KA. Should there be a conflict between the Rules and the State Regulations, the Rules will prevail. Approval of State Regulations by KA should be received prior to 1 December for implementation in the following year or at least one (1) month prior to the first occasion on which they will be used.

Supplementary Regulations: A compulsory official document for Events and Karting Activities. Supplementary Regulations shall not be contrary to the Rules.

- **Event Supplementary Regulations:** Must be approved by KA for Events on the KA National Calendar or by the SKA for all other Events and issued by the Organiser of a sporting competition with the object of specifying the details of the Competition. They must be readily available to all Competitors in an Event via the KOMP for all Events.
- **Karting Activity Supplementary Regulations:** Must be approved by the SKA or KA for all Karting Activities and issued by the Organiser of the Karting Activity with the object of specifying the details of the Karting Activity. They must be readily available to all participants in a Karting Activity via the Club Notice Board or such other means as may be approved by either KA or the relevant SKA.

Suspension: A person or body shall be said to be suspended when they have, for a specified period, been forbidden to take part in any Competition or Karting Activity, either within the territory of the ASN which has pronounced the sentence of Suspension or in that of another country acknowledging the authority of the FIA. (Suspended shall have the same meaning)

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

Time-certain Race: Means a Race that is conducted for a specific period of time and that will be considered to have ended when the leading kart receives the Chequered Flag as it crosses the Finish Line the first time after the time specified for the Race has elapsed plus one (1) lap of the Track.

Track: A road specifically built or adapted to be used for Karting competitions. A Track is defined by the outer edges of the racing surface and is the only route to be used during a Competition.

Track Density: Means the maximum number of Karts that are permitted on a Track at any time. Track Density is based on the length and width of a Track modified (reduced) to reflect the maximum capacity of the in grid and/or the out grid.

Tribunal Registrar: The person designated by KA nationally and/or each SKA to arrange Tribunals.

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

Vintage Event: Includes Practice, Parade/s, Demonstration/s, Regularity Trial/s and Time Trials for Karts complying with Vintage Karting Class Rules.

Warned Off means a person who has been Suspended or Excluded and whose presence at a Circuit or involvement in Karting is deemed undesirable by the KA CEO. Such person, for the duration of the period for which they are Warned Off, is not permitted to:

- (i) Enter a Circuit under the jurisdiction of a Club; or
- (ii) Be an office holder, official, member, employee or volunteer of any SKA, or Club or participate in the business of KA, or any SKA or Club;

(Warning Off has the corresponding meaning.)

Wet Track: Means a Track upon which it is permitted to use either Dry Weather Tyres or Wet Weather Tyres for Competition.

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

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

A1 Communications must follow the official path:

- a) Official communications should be in written form.
- b) Communications from an SKA 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 SKA.
- 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 Principles

- a) Regulation Of International Motorsport
 - (i) The Fédération Internationale de l'Automobile (FIA) is the sole international sporting authority with the power to make and enforce regulations based on the fundamental principles of safety and sporting fairness, for the encouragement and control of Automobile Competitions, and to organise FIA International Championships.
 - (ii) The FIA is the final international court of appeal for the settlement of disputes in accordance with the International Sporting Code (Code).
- b) International Sporting Code
 - (i) So that the power is exercised in a fair and equitable manner, the FIA has drawn up the Code, which includes each Appendix.
 - (ii) The purpose of the Code is to regulate, encourage and facilitate motorsport.
 - (iii) The Code will never be enforced to prevent or impede a Competition or the participation of a Competitor, save where the FIA concludes that this is necessary for the safe, fair or orderly conduct of motorsport.
- c) Regulation Of National Motorsport
 - (i) Motorsport Australia is recognised by the FIA as the sole sporting power for the enforcement of the Code and the NCR which will govern all Automobile Competitions throughout the Territory of Motorsport Australia.
 - (ii) Motorsport Australia is a National Sporting Organisation as determined by the Australian Government.
 - (iii) Motorsport Australia is bound by the Code.
 - (iv) The FIA through Motorsport Australia has delegated the power to conduct any Karting to KA.
 - (v) KA is recognised as the National Sporting Organisation for Karting by federal legislation.
 - (vi) Karting Australia is bound by the Code.

- d) Regulation Of National Karting
 - i) 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.
- e) National Competition Rules
 - (i) KA has formulated the National Competition Rules to allow its FIA delegated sporting power to be exercised in a safe, fair and equitable manner with the object of ensuring that the conduct and promotion of Karting throughout the Territory of Karting Australia is in a manner which secures and enhances the safety of each spectator, Official, Competitor, Driver, and Licence Holder and which encourages the sport to be competitive and fair.
 - (ii) The purpose of these Rules is to regulate, encourage and facilitate Karting activity in Australia.
 - (iii) The Rules will not be administered or implemented 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.
 - (iv) Unless expressly authorised by the Constitution and these Rules, no interpretation, modification or change to anything whatsoever, referred to in these Rules is permitted.
 - (v) The Rules will not operate to prevent the imposition of an appropriate sanction or penalty for a contravention of any existing requirement of the FIA statutes, Code or the NCR for conduct arising hereafter, or for any amendment to any of those Rules provided the amendment is for the purpose of giving effect to the above.
 - (vi) Compliance with the NCR is mandatory.

A3 Commencement and Duration

- a) The provisions of these Rules take effect on 1 January 2026 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 KA or any KA authorised personnel prior to 1 January 2026 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) The use of the term "Competitor", "Driver", "Licence Holder", "Member", "Participant" or any other such descriptive term in the Rules shall not limit the application of that Rule to that class of persons, but rather the Rules shall apply to all persons, whether they be a Competitor, Driver, Licence Holder, Member, Participant or any other person bound by these Rules.
- h) 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.

- i) Headings are for convenience only and do not affect the interpretation of these Rules.
- j) 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.
- k) 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 do so, 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.
- l) The final text for these Rules shall only be the English version which will be used should any dispute arise over their interpretation.

A5 CIK-FIA Delegate

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

A6 National Stewards Panel

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

A7 National Technical Commissioner

- a) The National Technical Commissioner and their Deputy are appointed by the Board in accordance with the Standing Order.

A8 National Officials Coordinator

- a) The National Officials Coordinator and their Deputy are appointed by the Board in accordance with the Standing Order.

A9 National Medical Officer

- a) The National Medical Officer 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 Safety Delegate

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

A12 National Tribunal Registrar

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

A13 KA Integrity Officer

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

A14 KA Complaints Officer

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

A15 Executive Commission and Functional Committees

The Board has established an Executive Commission and a number of Functional Committees Standing Orders for the Executive Commission and each Functional Committee is available at:

www.karting.net.au

- a) Executive Commission
- b) National Safety Committee
- c) Vintage Karting Committee

A16 Duties and Obligations of State Karting Associations

The duties and obligations of SKA's will include:

- a) To comply with and to ensure compliance with the Constitution By-Laws, Regulations, all Board Policies Procedures Decisions and Rulings, Standing Orders and Safety Standards of KA and these Rules
- b) To be the primary contact on all karting matters within their State
- c) Sale and issuing KA competition and social drivers' licences (Licence) that are required in accordance with the Rules including:
 - (i) The right to set the fee that it will charge for each category of Licence; and
 - (ii) The obligation to promptly remit to KA, the fee that KA has resolved to charge the Member State for each category of Licence.
- d) Issuing and distribution of AKA Event Organising Permits required in accordance with the Rules including
 - (i) The right to set the fee that it will charge for each category of Organising Permit in accordance with the Competition Level of each Event:
 - State Championship
 - State Series
 - State Cup
 - State Trophy
 - Zonal Competition
 - Club Competition
 - Organised Social Karting Sessions
- e) Conducting Circuit inspections and issuing KA Circuit Licences in accordance with the Rules and Safety Requirements, including;
 - (i) The right to set the fee that it will charge for:
 - Conducting a Circuit Inspection; and
 - Issuing a KA Circuit Licence.
- f) Remittance to AKA of all monies collected on behalf of AKA in accordance with AKA's trading terms;
- g) Co-ordinating karting on behalf of KA and in accordance with KA's Rules, Regulations, By-Laws, Policies and Safety Standards;
- h) Enforcing the KA's Rules, Regulations, By-Laws, Policies and Safety Standards;
- i) Formulate, adopt, issue, interpret State Regulations specific to their State that respect KA's Rules, and that must be approved by KA annually;
- j) Acting as Tribunal Registrars and organising a judicial and disciplinary system in accordance with KA's Rules, Regulations, By-Laws, Policies;
- k) Recruitment and training of Officials in accordance with KA's Rules, Regulations, By-Laws, Policies and Safety Standards;

- l) Production of an annual State Calendar of Karting Events for their State which shall not conflict with the National Calendar of events produced by KA;
- m) Forwarding correspondence as required to all KA members;
- n) Promotion and marketing of karting generally within each state or territory;
- o) Seeking and obtaining grants, sponsorship and other funds through government, commercial and philanthropic entities that do not conflict with KA's main sponsor/s;
- p) Maintaining and archiving of records;
- q) Issuing of gauges and technical equipment required for scrutineering of kart components;
- r) Ensuring that there is a minimum of two (2) persons in their State who are fully accredited Member Protection Information Officers ("MPIO") and who are able to fulfil the MPIO function required by the Member Protection Policy. The MPIO will be a person who does not hold any executive position within the SKA. Some exemptions may, at the sole discretion of KA, apply.
- s) Any other matter at the discretion of the Board.

A17 National Club Affiliation Requirements

Club affiliation with a State Karting Association (SKA) and Karting Australia (KA) for the calendar year commencing on 1 January 2026 is contingent upon the club's adherence to the following National Affiliation Requirements:

- a) Completion and submission of the Club Affiliation Form to the respective SKA, accompanied by the payment of the National Club Affiliation Fee in the amount of \$50.00.
- b) The club must maintain its legal status as an entity in accordance with the applicable requirements of the relevant State, Territory, or Commonwealth legislation, as detailed in Appendix A.
- c) All club participants, including Competitors, Drivers, and Officials, must be registered on Karting Australia's KOMP portal. Additionally, the club must ensure that any employees, volunteers, Officials, and contractors who are required by State law to obtain a 'Working With Children Check' have applied for and received such clearance before engaging in any organised and sanctioned Club activities.
- d) The club must accept and comply with the constitution of its SKA as well as the KA Constitution, and must adhere to all Rules, Regulations, Policies, Procedures, Safety Standards, and directives issued by KA and use its best endeavours to ensure that its members also comply with the constitutions and adhere to the aforementioned Rules, Regulations, Policies, Procedures, Safety Standards, and directives.

KA's Bylaws and Policies can be found online at: <https://www.karting.net.au/administration/by-laws-policies>

- e) Obligations of Clubs:
 - (i) Clubs must ensure that all karting activities, including both competitive (Racing) and recreational karting (Karting Activities), are conducted strictly in accordance with the Rules and Regulations, including all Appendices thereto. Such activities must be carried out under the authority of and in accordance with a properly issued Organising Permit by either the SKA or KA and overseen by appropriately Accredited and Licensed Officials.
 - (ii) Clubs must attain and maintain Karting Australia Risk Management (KARM) Basic Accreditation.
 - (iii) Clubs are required to appoint a competent person or persons to the role of Club Safety Officer in accordance with General Rules, Chapter 4, Rule 2. The appointed Club Safety

- Officer(s) must successfully complete the KA Club Safety Officer course via the KA Officials Academy by no later than 31 January each year or within one (1) month of assuming the position, whichever occurs first.
- (iv) Clubs shall comply with requests from KA and/or the SKA for club Information (included but not limited to Club office bearer details) in a timely manner.
 - (v) Clubs must adhere to KA's injury and incident reporting procedures, including the proper completion of injury report forms. All injuries must be documented in strict accordance with the prescribed injury report procedure.
 - (vi) Clubs must ensure that at least two (2) members of the Club Executive or Committee have successfully completed the Volunteer Management Course in the KA Officials Academy.
 - (vii) Clubs must ensure that they obtain and maintain, at all relevant times, public liability insurance cover for all activities undertaken at the venue occupied by the Club that do not fall within the scope of coverage under KA's public liability insurance, including (without limitation) any camping at the venue or hiring of any portion of the venue to any person:
 - A. with a reputable insurance company.
 - B. for an amount, covering such risks and containing such terms that are acceptable to or required by KA, acting reasonably, from time to time.
 - (viii) Clubs must provide KA or their SKA with a Certificate of Currency confirming compliance with clause (e)(vii) immediately upon request.
 - (ix) Clubs must ensure that written agreements are entered into with third parties with respect to the hire of any of the Club's facilities.
 - (x) Clubs must ensure that they comply with all terms applying to their occupation of their venue, including under any leasing or licensing agreement.
- f) Clubs' Commitment Throughout 2026:
- (i) Clubs shall work progressively to achieve and sustain higher levels of KARM Accreditation.
 - (ii) Clubs are obligated to fulfil their employment obligations, including the maintenance of appropriate WorkCover insurance.
 - (iii) Clubs must ensure continuous compliance with all venue safety requirements, including but not limited to:
 - A. Ensuring that the Circuit and Track are properly licensed and that all required work schedules prescribed by the State or National Track Inspector are completed promptly.
 - B. Maintaining the Circuit and Track in accordance with the conditions of the Circuit Licence, "KA Circuit Regulations and Guidelines", and the Rules, with specific attention to General Rules, Chapter 4.
 - C. Displaying the current Organising Permit prominently on the Club Notice Board at the Circuit during all Karting Activities and Meetings.
 - D. Displaying the latest approved Waiver/Disclaimer signs in the grid area and at all entrances to the facility.
 - E. Ensuring that every individual who operates a vehicle at the Circuit holds the appropriate license and has received adequate training for its safe operation.
 - F. Ensuring that if the club uses a motorised retrieval vehicle - with or without a trailer (MRV) it will do so strictly in compliance with General Rules, Chapter 4, Rule 19.
 - G. Displaying all Required Official Signage and Safety Rules prominently at locations at prescribed in the "KA Circuit Regulations and Guidelines" – Section A, Rule 24 (a) Waivers and (b) Karting Activity (Private Practice) Rules (c) General Safety Requirements signs, in the form as prescribed by KA. <https://www.karting.net.au/administration/safety>

- H. Conducting trial evacuation exercises (Fire Drills) at least twice annually.
 - I. Ensuring full compliance with the Medical Services/Requirement Rule as specified in General Rules, Chapter 6.
 - J. Keeping a fully equipped, regularly maintained First Aid Kit accessible on-site during all KA Permitted Karting activities.
 - K. Ensure that a list of EMERGENCY contact phone numbers is prominently displayed next to the "Karting Activity Rules and Conditions" sign at the Out Grid. Additionally, during any KA Permitted Karting Activity, the KAC responsible for the activity must have a charged, operational mobile phone in their possession at all times.
 - L. Implementing a Member Protection Information Officer (MPIO) procedure, ensuring that at least one individual per club has completed the online MPIO Course by the start of the Calendar year. The Club MPIO should not be a member of the Club Executive. Exemptions to this requirement may be granted to smaller clubs upon application to KA or the SKA.
- (iv) Clubs must maintain precise records on KOMP to demonstrate compliance with the provisions of Clauses e) and f) herein.

APPENDIX A

Incorporated Club Responsibilities

Legislation differs in each state or territory, so it is difficult to outline detailed requirements for Incorporated Bodies (Associations and Clubs), but basically, an incorporated association may need to:

- Have a current constitution and act in accordance with its objects and rules
- Have a committee, responsible for managing the Club
- Have a public officer
- Have a registered office in its state of incorporation
- Hold an annual general meeting once every calendar year
- Lodge an annual statement every year
- Keep proper accounting records and, where required, prepare, have audited and lodge financial statements
- Keep minutes of all committee and general meetings.
- Keep registers of members and all committee members

For more information about incorporating an association and post-incorporation obligations, visit the website of the relevant State or Territory authority.



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General Rules



Standing Regulations

Preamble

These are the Standing Regulations of KA. The objective of these Rules is to ensure that the conduct and promotion of the sport of Karting in Australia is carried on in a manner that upholds the safety and integrity of all participants including spectators, Officials, Drivers and Competitors. The sport must be conducted at all times with integrity and respect towards all licence holders, and particularly our Officials. These Rules aim to encourage a competitive and fair environment for all who participate in the sport. 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 activities having a nexus to Karting and/or in which Karts as hereinafter defined shall take part.

3 Spirit and Intent

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

Unless in the Rules it says that you can do something, then you cannot do it.

4 Club Membership

a) A person may become a member of a Club in the State or Territory in which that person is either:

- (i) 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 150km radius from the Club when a Club is located on or close to a State border unless otherwise approved by KA.

b) In addition to the requirements of Rule 4 a) above, a person who has been suspended by KA, Motorsport Australia or an ASN affiliated with the FIA for a period of 12 months or more is not permitted to become a member of a Club until such period of Suspension has been served. This Rule 4 b) shall not affect any member's ability to remain a member of the Club of which they were a member at the time the Suspension was imposed.

c) In addition to the requirements of Rule 4 a) above, a person who has been Excluded by KA, Motorsport Australia or an ASN affiliated with the FIA is not permitted to become a member of a Club.

5 Bound by the Rules

a) All KA Licence Holders, Members and Participants, whether competing or not, are required to be fully conversant with, agree to abide by and be bound by the Rules and all KA Policies, Bylaws, Regulations, directions and procedures at all times.

b) Officials of any Meeting shall have (and exercise) their powers during the entirety of the Meeting.

c) It is the Licence Holder's responsibility to ensure that all persons concerned with their entry (which, for the avoidance of doubt shall include: the Driver, pit crew and any other participant in general associated with the entry) will observe all of the requirements of Rule 5 a) pertaining to that Meeting.

- d) If the parent and/or legal guardian (the "Custodian") of a Minor Driver will be absent from the Circuit for all or part of a Meeting ("Absent" or "Absence"), they must appoint a person who is the holder of a valid Participant's Licence or a Driver who is at least 18 years of age (the "Representative") to fulfill all responsibilities under the Rules related to the Minor Driver and his or her compliance with the Rules during the Meeting while the Custodian is absent from the Circuit.
- (i) The Custodian must notify the Stewards in writing on the prescribed form, of the name of the Minor Driver and the Representative of the Minor Driver for that Meeting along with the reasons why the Custodian is not in attendance at the Meeting and whether the Absence of the Custodian is expected to be for all or part of the Meeting.
- (ii) If the Custodian expects to be Absent for all of the Meeting or from the time that the Meeting is considered to have begun, they must notify the Stewards in accordance with the requirements of clause d)(i) prior to the time that the Meeting is considered to have begun;
- (iii) If the Custodian expects to be Absent for part of the Meeting, commencing after the time that the Meeting is considered to have begun, then the Custodian must notify the Stewards in accordance with the requirements of clause d)(i):
- prior to leaving the Circuit; or
 - in the case of a multi-day Meeting, prior to the commencement of that day's on-track activity; or
 - in an emergency situation, prior to leaving the Circuit.
- (iv) Failure to notify the Stewards in accordance with this rule d) will result in the Minor Driver being disqualified from the Meeting.
- (v) If at any time during the Meeting, the Custodian is present at the Circuit, they will have full responsibility under the Rules for the Minor Driver and his or her compliance with the Rules.
- (vi) The person having charge of an entered kart during any part of a Meeting is responsible jointly and severally with the Participant for the respect of all the provisions of the Rules.
- e) A Licence Holder must ensure that their karts comply with the conditions of eligibility and safety throughout practice and the Race.
- f) A Licence Holder will at all times be responsible for the conduct of their crew members, including those who hold a KA licence, and any offence committed by a pit crew member will be chargeable directly to the Competitor and/or the pit crew member.
- g) For the avoidance of doubt:
- A Driver's parent / guardian within the confines of the Course will be deemed to be a pit crew member.
 - A Driver over the age of eighteen (18) years of age will be deemed to be a Competitor.
 - A Driver under the age of eighteen (18) years is not responsible for the Participant's Licence Holder or the Custodian. It is the Custodian's responsibility to ensure that all persons assisting the Competitor and/or the Participant and/or the Driver comply at all times with all Rules.

6 Acquaintance with and Submission to the Rules

Each person, body or group of persons organising a Competition or taking part therein, including but not limited to Participants, Drivers, Licence Holders, Pit Crew, Officials, Promoter, Organiser and Circuit operator:

- is deemed to be fully acquainted with the Constitution, the Rules, Policies and Procedures;
- must submit themselves without reserve to the above and to the decisions of KA and to the consequences resulting therefrom; and
- 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.
- d) Each person, body or group of persons acknowledges and agrees that this clause may to the extent that is permissible at law, be pleaded as an absolute bar to proceedings, suit or action against KA; and
- agrees that they will not become a party to any proceedings, at law or equity, against KA, its Officials or any other persons subject to the Rules, until all remedies allowed by the Constitution, the Code of Conduct and the Rules have been exhausted, save with the prior written consent of KA; and
 - 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 Event Types

- a) Competition types shall be one of the following kinds:
- 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.
 - 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 or National Cup or a round thereof or any other Competition.
 - State:** a Competition which:
 - has been entered on the SKA calendar;
 - is open only to the holders of the relevant licence issued by or acceptable to KA;
 - is organised by the SKA, or at the sole discretion of the SKA is delegated to another body or entity.
 - may be a State Series, State Cup or State Trophy.
 - Zonal:** a Competition which:
 - has been entered on the SKA calendar;
 - takes place within a designated region of a State or Territory as approved by the SKA
 - 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.
 - Club:** a Competition which:
 - has been entered on the SKA calendar;
 - takes place at a Club that is affiliated with that State;
 - may be a Club Championship or general Club Competition;
 - will not be nor form part of any National Meeting, State Meeting or Zonal Meeting.
- b) Social Karting Activity: is a karting session that does not form part of a Competition and that:
- (i) Takes place at a Club that is affiliated with a SKA;
 - (ii) Will not be, nor form part of any National Meeting, State Meeting or Zonal Meeting. For the sake of clarity, it may form part of a Club Meeting;
 - (iii) Has no competitive nature about it and is conducted solely for fun, training and/or practice;
 - (iv) Is conducted in accordance with the guidelines in Appendices: 1, 3 or 4; and

- (v) Shall be one of the following kinds:
- Organised Social Karting,
 - General (Private) Practice,
 - Bring A Mate and
 - Come and Try sessions
- c) 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 at the absolute discretion of KA.
- d) 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 **only**.

9 Organising Permit; Necessary Permission and Approval

- a) No Competition or Social Karting Activity shall be held under these Rules unless;
- KA or the SKA with authority delegated to it by KA has signified its approval by granting an Organising Permit, with or without an Organising Permit Fee, or
 - the Competition or Social Karting Activity is of a kind in respect of which KA or the SKA may attach conditions to the granting of an Organising Permit or decline to grant or may withdraw an Organising Permit without stating a reason.
- b) An application for an Organising Permit shall be made electronically via the KOMP, complete with attached Supplementary Regulations.
- It must be lodged with the Secretary or Administrator of KA or the authorised SKA 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 Circuit Licence

A Circuit Licence is issued biennially by KA or the SKA after approval has been granted by the Circuit Inspector and is valid for a period of two (2) years from the date of issue unless otherwise approved by KA.

- a) A Circuit Licence is a certification that allows the Circuit to be used by KA Licenced Drivers for practice and /or approved Competitions.
- b) A current Circuit Licence empowers the relevant SKA / Club or Licenced KA Officials to enforce these Rules at all times whenever the Circuit is used for social karting, practice and / or approved Competition.

A Club that does not have a Circuit Licence but that hires their Circuit may apply to their SKA 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 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 KOMP.

17 Acceptance and Refusal of Entry

Acceptance Of Entry

- a) Where the Championship or Series Regulations or Supplementary Regulations provide for a limitation on the number of Entries allowed to Start, the selection criteria may be specified.
 - (i) If no criteria are specified, the Organiser may accept Entries either in the order of their receipt or by ballot.
 - (ii) An attempted Entry not accepted under these criteria may become a conditional Entry and is not subject to any requirement relating to unauthorised substitution of one Competition or Class for another.

Refusal Of Entry

- a) The Organiser reserves the right to reject any Entry or to attach conditions to acceptance of an Entry. The rejection of an Entry must not breach anti-discrimination laws and any conditions must not be contrary to the Rules.
- b) The Organiser must advise an intending Competitor in writing if their Entry has been refused for:
 - (i) A National Championship or National Series no later than 2 days after the closing date for Entries.
 - (ii) Any other Competition, prior to the commencement of the Competition.

18 Scrutineering

- a) Each Kart may have affixed to it a correct identifying mark supplied for that Meeting as stipulated in these Rules and/or Series Regulations or Supplementary Regulations.
- 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

A Kart must comply with the Australian Kart Formula and relevant Class Rules at all times while it is on a Track. **Note:** With the exception of the correct fitment of the Front Fairing in accordance with Technical Rules; Chapter 1, Rule 8 g) (iii), accident damage during a session at an Event will not render a Kart in breach of the Australian Kart Formula in that session. For the sake of clarity, this will not apply to any kart that has received the black and orange disk flag during the session.

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 Licence Holder 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 Licence Holder 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, Signs and Writing

Advertising, signs and writing are allowed on Karts, Driver's overalls, helmets, team uniforms and apparel worn by team members subject to the following conditions:

- a) A sign or advertisement must be permitted by Australian Law.
- b) No sign, advertisement or writing is permitted to obscure the competition number background.
- c) No numerals are permitted. KA Promotional material is exempt.
- d) No sign, advertisement or writing which is deemed to be indecent, contrary to the best interests of karting or offensive will be permitted. The Stewards 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 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 Unrecognised Competition

Only a Competition or proposed Competition organised in conformity with the ISC and/or the Rules is recognised by KA. The participation in any Competition not meeting these requirements will not qualify a Competitor or Licence Holder to take part in an International Competition, nor will it qualify a Competitor or Licence Holder to take part in an Event on the National Calendar of KA or Motorsport Australia.

- a) Each person connected with the holding of any Competition other than in accordance with the Rules acknowledges that the effect of the Rules is to restrict the ability of that person to compete or participate in, promote, organise or otherwise hold or provide services at an authorised Competition.
- b) If a Competition which does not conform with the ISC and/or the Rules is included in an Event for which an Organising Permit has been granted, that Organising Permit will be null and void.
- c) Any Licence Holder participating in an unrecognised Competition may be subject to the sanctions provided for in the ISC and/or the Rules and 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.

- a) Cancellation means that the proposed Meeting or Event never takes place.
 - (i) In the case of Cancellation by the Organiser prior to the commencement of administrative checking at a Meeting or an Event forming part of a Meeting entry fees shall be returned in full.
 - (ii) In the case of Cancellation as a result of Force Majeure, as determined by the Stewards, KA or an SKA, prior to the commencement of administrative checking at a Meeting or an Event forming part of a Meeting entry fees will be forfeited.
- b) Postponement means the Meeting or Competition cannot begin on the proposed date.
 - (i) In the case of a Postponement of the commencement of a Meeting for more than 24 hours,

- entry fees shall be returned on a written request (e.g. email / letter / fax) by the Competitor to the Organiser within 14 days from the postponement.
- (ii) If this has not been received, the Competitor will be re-entered into the re-scheduled Meeting.
 - (iii) KA, an SKA, Promoting Club and Stewards have the authority to order postponement and they may only do so for reasons of safety or Force Majeure.
 - (iv) 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 inability to complete all the scheduled Competitions prior to the before completion of the Meeting. Only the Stewards have the authority to order abandonment and they may only do so for reasons of safety or Force Majeure. The Entry fee will be forfeited.
- (i) Abandonment prior to the Results of a Minimum of one (1) Heat in a Class or Division being declared
 - At a Meeting where the Results in a Minimum of one (1) Heat in a particular Class or Division are not declared, the prizes and awards, including any Championship or Series points, will not be distributed in the Class or Division that does not have Results declared.
 - (ii) Abandonment if the Results of a Minimum of one (1) Heat in a Class or Division are declared
 - At a Meeting where the Results in a Minimum of one (1) Heat in a particular Class or Division are declared, the prizes and awards, including any Championship or Series points, will be distributed based on the number of Heats that have had Results declared in each particular Class or Division.
- d) Alteration of Race Distance
- At a Meeting, the Stewards, Race Director and Clerk of the Course, in conjunction with the Promoting Club and where applicable the category manager, may amend the original specified Race distance prior to the commencement of a Race. Drivers must be notified and a Bulletin issued confirming any such amendment.

26 Distribution of Prizes

- a) The distribution of prizes should not commence until thirty (30) minutes 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

- a) Replacement of Chassis shall be permitted, if after inspection by the Chief Scrutineer 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.

- b) 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 or Drugs

- a) Improper Use Of Drugs and Medicine and Anti-Doping - The control of prohibited substances is regulated by KA's Improper Use Of Drugs and Medicine Policy and Anti-Doping Policy. In any areas where these rules and the Improper Use Of Drugs and Medicine Policy and/or Anti-Doping Policy conflict the Improper Use Of Drugs and Medicine policy and/or the Anti-Doping Policy will apply. KA's Improper Use Of Drugs and Medicine Policy and Anti-Doping Policy can be found under "Policies" at www.karting.net.au.
- b) KA Alcohol Policy - The consumption of Alcohol is regulated by KA's Alcohol Policy. In any areas where these rules and the Alcohol Policy conflict the Alcohol Policy will apply. KA's Alcohol Policy can be found under "Policies" at www.karting.net.au.
- c) KA Breath Alcohol Testing Policy - Breath Testing for Alcohol is regulated by KA's Breath Alcohol Testing Policy. In any areas where these rules and the Breath Alcohol Testing Policy conflict the Breath Alcohol Testing Policy will apply. KA's Breath Alcohol Testing Policy can be found under "Policies" at www.karting.net.au.
- d) The consumption of alcohol by any Licence Holder, Member, Pit Crew or Official in the Paddock, Event headquarters or any section of a Competition venue under the control of the Officials of the Race Meeting is strictly forbidden until all practice and/or Competition has concluded for each day of an Event or Meeting.
- e) A Licence Holder, Member, Pit Crew or Official who, in the opinion of the Stewards is affected by alcohol, medication, drugs or any other cause will be Disqualified from the Meeting. The Minimum penalty for unauthorised use of medication or other item is Disqualification from the Competition.

33 By-laws, Policies, Regulations and Procedures

Each Licence Holder, Member, Official, any individual or entity participating in any KA activity must comply with the By-laws, Policies, Regulations and procedures of KA. The Policies and procedures are available at www.karting.net.au.

34 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 KA. Such photographs and images may be taken by members of 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.

35 Starting Permission – International Competitions (formerly at: Competition Rules Chapter 4 Rule f)

- a) In accordance with the ISC, a Licence Holder wishing to participate in an International Competition must hold the requisite Drivers Licence (refer to Competition Rules Chapter 4 Rule 16 f) (Requisite Drivers Licence) and authorisation to participate in such Competition/s in the form of a formal “Starting Permission Certificate” issued by KA.
- b) For a Driver who holds a Requisite Drivers Licence to be eligible for a Starting Permission Certificate, they must:
 - (i) meet the criteria listed in the CIK-FIA Rules and be in compliance with Article 2.1.5 of the ISC; and
 - (ii) unless otherwise approved by KA, have satisfactorily Competed in at least:
 1. Five (5) National Championship, National Series, National Cup and/or State Championship Events* in the 24 months preceding making application for the Starting Permission Certificate; and/or
 2. Five (5) International Competition Events in the 24 months preceding making application for the Starting Permission Certificate; or
 3. Five (5) Events in any combination of the Event categories stipulated in Rules 1) and 2) above.

* Reference to National Championship, National Series, National Cup and State Championship Events shall mean those Events conducted under an Organising Permit issued by KA.

36 Penalties

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

Fees

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

Organising Permit Fees	
Australian Kart Championship Event	\$2360.00
National Series Event	\$1762.00
National Cup Event	\$1545.00
State Kart Championship Event	The Organising Permit Fee for these Events are set by each State Association. Refer to your State Karting Association for details.
State Series Event	
State Cup Event	
State Trophy Event	
Zonal Competition Event	
Club Competition	
Temporary Circuit Event	
Licences	
AUSTRALIAN RACING LICENCES (Including Insurance)	
KA Licence A, B, C, D Grade – Licence Renewal - Cadet, Junior, Senior	Refer to your State Karting Association
KA Licence A, B, C, D Grade – New Licence - Cadet, Junior, Senior	
KA 8 Day Licence (1 per year only for any person)	\$115.00
INTERNATIONAL RACING LICENCES	
International Driver's Licence	\$1145.00
International Driver's Licence – Upgrade or Downgrade	\$580.00
International Competitor's (Entrant's) Licence	\$300.00
Approval to Compete in International Event/s on an International Licence issued by KA For each application made - may include multiple events.	\$350.00
Trans-Tasman Visa (New Zealand)	\$235.00
Racing Overseas on a KA Domestic Licence	
Approval to Compete Overseas on KA Domestic Licence For each application made - may include multiple events.	\$345.00
KA Non-Racing Licences - Recreational, Vintage and Participant's Licences (Including Insurance)	
KA Licence E Grade (Social and Recreational) – New or Renewal	Refer to your State Karting Association
KA Vintage Licence	

table continued overleaf

<i>Fees table continued</i>	
Karting Activity Controller (KAC) (Level 5 Licence for practice control)	\$25.00
KA Participant's Licence	No Charge
Judiciary	
Protests (National Championship, National Series, National Cup)	\$700.00
Protests From any other Competition	\$150.00
Appeal (Tribunal - State and Club Level Meetings)	\$900.00
Appeal (Tribunal – National Level Meetings)	\$4,750.00
Appeal to AMSAC	Apply to Motorsport Australia
National Infrastructure Development Fund Levy	
Applies to all entries at all Events (No GST)	\$3.00
Photographers Accreditation	
Photographers Accreditation – New or Renewal	\$212.00
Dealer Trade Licence	
Dealer Trade Licence – New or Renewal	\$750.00

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

CHAPTER 3

Insurance

Details on the insurance policies maintained by KA can be found at 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.

Circuit, Track and General Safety Requirements

1 General

- a) A Circuit must have been issued with and maintain as current, a Circuit Licence issued by KA or a SKA for it to hold a Meeting or a Karting Activity.
- 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 Circuit Licence. The Circuit Licence will be automatically invalidated if a Track is used in a direction or layout not indicated on the Circuit Licence.
- d) A Track must conform to the requirements of the KA Circuit Regulations and Guidelines.
- e) A Circuit that is not deemed to be fully compliant (in non-critical safety requirements) by the Circuit Inspector may not have its Circuit Licence renewed or may be 'Provisionally Licenced' for a specified period of time to enable completion of Works Orders made by the Circuit Inspector and to enable the Club to reobtain its full Circuit Licence.

2 Circuit Inspectors and Club Safety Officers

- a) Each SKA is to appoint at least one (1) Circuit Inspector whose appointment must be ratified by KA.
- b) A Circuit Inspector must be accredited by KA and must have satisfactorily completed a KA approved Circuit Inspector's course on a biennial basis either electronically or in person, to retain their Circuit Inspector's accreditation.
- c) A State Circuit Inspector will work in conjunction with KA, the NCSC and the Club Safety Officer/s to ensure that the safety requirements of a Circuit or Course are being maintained.
- d) A Circuit Inspector shall serve as the final authority on determining whether a Circuit or Course is compliant with the Rules and the "Karting Australia Circuit Regulations and Guidelines" and whether a full or Provisional Licence can be issued to it. The Club is obligated to maintain the Circuit or Course in compliance with the Rules and "Karting Australia Circuit Regulations and Guidelines", thereby ensuring the highest possible standards of safety for racing and Karting Activities.
- e) Each Club is to appoint a Club Safety Officer who is responsible for Circuit safety. The Club Safety Officer must successfully complete the KA Club Safety Officer on-line course and examination in the KA Officials Academy by no later than 31 January each year or within one (1) month of being appointed to the position, whichever is the sooner.
- f) A Club Safety Officer will work in conjunction with the Circuit Inspector to maintain the safety requirements of a Circuit.
- g) Unless otherwise approved by Karting Australia, the Club Safety Officer must not be a member of the Club Executive.

3 Circuit Inspection Requirements

- a) A Circuit or Course must be inspected a minimum of biennial from the previous inspection by a Circuit Inspector, prior to approving the issue of the Circuit Licence.
- b) A Circuit or Course must also be inspected following any Track alterations prior to issuing an amended Circuit Licence.
- c) A Circuit Inspector will assess an existing Circuit or Course on its merits against KA Circuit Regulations and Guidelines as approved by KA and will advise each Club of any upgrading over a period of time (a Works Schedule) that is necessary to maintain and improve the safety infrastructure of the Circuit.

- d) The approval of a Circuit or Course and the granting of a Circuit Licence is conditional on all works required by the Circuit Inspector being undertaken and immediate works satisfactorily completed in accordance with the Works Schedule.
- e) A separate Circuit Licence must be issued for each Track layout for which the Track is intended to be used.
- f) A Club that desires to have their Circuit or Course licenced to run in a direction other than that indicated on its current Circuit Licence must make application in writing to the SKA no less than 90 days before the commencement of the first Meeting at which the alternate direction is proposed to be used, so as to allow sufficient time for:
 - (i) the Circuit or Course to be inspected;
 - (ii) a Works Schedule to be established; and
 - (iii) the Works Schedule that will maintain the safety requirements of a Circuit to be satisfactorily completed prior to the issuing of a Circuit Licence.
- g) A Circuit Inspector will assess existing Circuits on their merits against guidelines approved by KA and will advise each Club of any necessary upgrading over a period of time to maintain and improve the safety standard of the Track.
- h) The Circuit Licence is to be displayed on the Official Notice Board and be maintained in a legible condition.
- i) The direction of travel on the Track must be clearly shown at the Out Grid by a sign (minimum dimensions 800mm x 600mm.)
- j) Unless otherwise permitted by KA, a Circuit Inspector may not certify a Track operated by a Club of which the Circuit Inspector is a member.
- k) A Circuit Licence is conditional on works required by the Circuit Inspector being undertaken in accordance with the works schedule.

4 Circuit or Course Maintenance

- a) Proper maintenance of the Circuit or Course and its installations is a condition of the Circuit Licence. The circuit should be checked not only before an event, but also afterwards, so that the damage can be assessed, and a repair program established. The main items which need regular attention include but are not limited to:
 - (i) Track surface:
Cleanliness and general condition.
 - (ii) Edges, Verges and Lateral Areas:
All edges, verges and lateral areas should be level with the edge of the track and all areas behind kerbs filled in and level. In all grass covered areas, the grass should be kept trimmed; dry grass and all vegetation should be removed. Vegetation should be removed from gravel beds. All lateral areas, up to the first protection, should be kept clear of any obstruction.
 - (iii) Tyre Buffers/Barriers:
Tyre Buffers/Barriers should be checked for tight attachment together using compliant bolting technique.
 - (iv) Spectator and 1st Line of Protection Fencing:
These fences should be checked regularly for support and tensioning. The fences should be checked for deterioration.
 - (v) Kerbs:
Kerbs must be painted in two colours alternately (recommended colours: red and white).
Kerbs should be continually checked for damage.
Broken kerbs should be repaired/replaced immediately.

- (vi) Drains and Drainage:
Drains should be cleaned and inspected for correct operation, flush to the ground and surface grates secured prior to the commencement of events.
 - (vii) Circuit Demarcation Lines:
All demarcation lines for Track and Grid areas should be kept clear and clean and preferably repainted annually or prior to major events.
 - (viii) Observation and Vision:
Clear vision should be maintained at all times between consecutive Marshals/Observation Posts/Signalling locations etc. Trees or vegetation should be removed, cleared or trimmed to maintain good vision.
 - (ix) Communications:
Telephone and other communications should be checked.
- b) Karting Event and Karting Activity Inspection and Checklists
- (i) Meetings and Events
 - a) Prior to the commencement of a Meeting, the Club Safety Officer, or the Club President, or the Chair of the Organising Committee for the Meeting (the "Circuit Compliance Certifier") must formally handover the Circuit to the Stewards of the Meeting ("Circuit Handover").
 - b) The Circuit Compliance Certifier will certify to the Stewards and declare by completing the relevant section of the Karting Event Inspection and Checklist Form, that the Circuit is in Ready-To-Race condition and in full compliance with the Rules, the Circuit Regulations and Guidelines and the Circuit Licence for the specific Track configuration designated for use at the Meeting ("Ready-To-Race Condition").
 - c) It is then the responsibility of the Stewards to inspect the Track and Circuit facilities to ensure that normal routine maintenance has been carried out prior to the Meeting, and that the Track is in Ready-To-Race Condition for use at the Meeting. The Stewards may delegate the responsibility for any single Track inspection at a Meeting to either the Clerk of the Course and/or the Race Director.
 - d) The Karting Event, Inspection and Checklist Form must be completed in accordance with the Rules on each day of the Meeting, to ensure that the Track is in Ready-To-Race Condition prior to approving the commencement of any on Track activity and Competition on that day.
 - e) In the event that the Track conditions are not satisfactory, the Stewards will not permit practice and/or Competition to commence until the Track is to their satisfaction. The Stewards must report their actions to the Organiser and KA or the SKA.
 - f) In the event that the Track conditions **change significantly, or** deteriorate after the Karting Event, Inspection and Checklist Form has been completed in accordance with these Rules, **and approval has been given by the Stewards for Competition to commence**, to the point where the Track conditions are considered to be no longer satisfactory.
 - 1. The Stewards may suspend Competition until the Track is to their satisfaction.
 - 2. The Stewards must report their actions to the Organiser and KA or the SKA.
 - g) Stewards Report
 - 1. The Stewards must include all Pre-Event Handover, Inspection and Checklists Forms completed during the meeting, as part of the Stewards Report.

- (ii) Karting Activity
- a. Unless a Club has determined that their Track and its surrounds are, for whatever reason, temporarily not in full compliance with the Rules and the Circuit Regulations and Guidelines and that it should not be used for either Competition or Karting Activity sessions, then it may be considered to be fit for use for a Karting Activity. Notwithstanding, prior to the commencement of a Karting Activity it is the responsibility of the KAC to:
 1. Conduct a Karting Activity Inspection that involves undertaking an inspection walk of the full length of the Track; and
 2. Completing the Karting Activity Inspection and Checklist Form, paying particular attention to the major safety infrastructure of the Track, including but not limited to:
 - **Karting Activity Rules and Conditions:** The sign is on display at the Out Grid.
 - **One Way Direction of Travel Sign:** The sign is on display at the Out Grid showing to Only Direction in which Drivers are permitted to drive their karts.
 - **Track surface:** The Track surface is clean and generally in 'normal' condition.
 - **Edges, Verges and Lateral Areas:** The Edges Verges and Lateral areas (the area from the edge of the track to the next safety structure (Tyre Buffers, Gravel trap, 1LoP) are generally level with the edge of the track. All lateral areas, up to the 1LoP, are clear of any obstruction.
 - **Tyre Buffers/Barriers:** Tyre Buffers are fixed together and in place to protect a kart and driver from hitting a solid object,
 - **Spectator and 1st Line of Protection Fencing:** No gates are open allowing uncontrolled access to the Track.
 - **Drains and Drainage:** There is no lying water on the Track.
 - **Communications:** the KAC's mobile phone is working
 - **First Aid:** The First Aid Kit is properly stocked, not locked away and is easily accessible if it is needed.
 - **Kart Control Flags or Lights:** the KAC has at all times while a Kart is on Track, ready access to:
 - o Green flag or green light to start a session; and
 - o Red flag or red light to stop a session; and
 - o Chequered flag to signal the end of a session; or
 - o The Track safety light system.
 - b. In the event that the Track conditions are not satisfactory, the KAC will not permit the Karting Activity to commence until the Track is to their satisfaction. The KAC must report their actions to the SKA.
 - c. In the event that the Track conditions deteriorate after the Karting Activity Inspection and Checklist Form has been completed in accordance with these Rules, to the point where the Track conditions are considered to be no longer satisfactory;
 - The KAC should suspend the Karting Activity until the Track is to their satisfaction.
 - The KAC should report their actions to the SKA.
- c) Circuit Log Book
- (i) Each Circuit is to have a duplicate log book (or online version, to be submitted to the SKA), to be filled out at every Meeting with the duplicate or online version attached to the Stewards report. This log book will include comments or recommendations on safety upgrades and/or maintenance by the Circuit Inspector, Stewards, Clerk of the Course or Club Officials.

- (ii) This log book is to be kept in the Race Secretary's office or Stewards' room or if online it is to be filed under the Venue profile on KOMP managed by the State Administrator.

5 Baulk Line

- All Tracks are to have a bright green coloured line painted across the out-grid lane a minimum of 5 metres back from the Track edge (or appropriate to suit local conditions with approval of the Circuit Inspector).
- 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 Formation Line

- A Track will have a red line painted on the Track, at 90 degrees to the Track edge, on a straight section of Track prior to the final corner before the Control Line – the precise position is to be determined by the Circuit Inspector.

7 CIK Starting Grid

- Each Track, must be marked in accordance with the CIK Circuit Starting Grid marking requirements as detailed in the KA Circuit Regulations and Guidelines. The CIK Circuit Starting Grid consists of two (2) 2-metre wide lanes bordered by white lines that are painted for a maximum of 110 metres leading to the Start Line, beginning no earlier than the end of the last corner before the Start Line.

8 Start Line

- A white line painted across the Track at 90 degrees to the Track edge, which may also be the Finish Line.
- The start line is the primary Control Line.

9 Finish Line

- A white line painted across the Track at 90 degrees to the Track edge, at the crossing of which by a Kart, timing or other performance criteria are determined.
- The finish line is the final Control Line.
- The order in which a Kart completes a Race will be judged to this line.
- In the case of timed qualifying using electronic means, the start and finish lines will be the location of the beams or timing loops.

10 Breakdown Lane

- Where a mechanical breakdown lane is provided it shall be adjacent to the main Track with entry via a deceleration lane from the Track to the Breakdown Lane.
- A Breakdown Lane may be compulsory at National Championship Events.
- 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.
- A Driver may receive assistance for repairs and restarting while in the breakdown lane.
- This area may be subject to Parc Fermé conditions and Karts will be restricted in their speed in the breakdown lane.
- 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.
- A Kart may only re-enter the Race with safety and under the direction of an Official.
- 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.
- Stopping in the deceleration lane is strictly forbidden.
- The breakdown lane may only be used during Competition when specified in the Supplementary Regulations for a Meeting.

11 **Parc Fermé and Paddock**

- a) The Parc Fermé is a restricted area that is under the 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 Fermé area will be used for no purpose other than its designated purpose during the Meeting.
 - (iii) A Licence Holder may only enter the Parc Fermé with the prior approval of the Chief Scrutineer or an Official as a representative of the Chief Scrutineer.
 - (iv) Entry to Parc Fermé by a Licence Holder without the prior approval of an Official is a breach of the Rules.
- 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) 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.

12 **Safety of Drivers and Officials**

- a) All Officials and any other persons permitted inside the 1LoP must remain behind protective barriers at all times while karts are on the Track, unless they are in transit between designated safe areas or assisting in an on-track incident.
- b) The only people permitted inside the 1LoP whilst Karts are on a Track are:
 - (i) Stewards.
 - (ii) Clerks of the Course.
 - (iii) Flag Marshals - Maximum of two (2) per point.
 - (iv) Starter and Assistant Starter.
 - (v) Medical Attendants.
 - (vi) Approved Trackside Assistant Personnel (authorised persons whose role it is, is to assist a Driver whose kart has come to a stop due to mechanical failure or accident damage).
 - (vii) KA Accredited Photographers
 - (viii) Other persons authorised and/or accredited by KA in designated areas at the discretion of the Clerk of the Course and/or the Stewards.
- c) A Driver whose Kart stops on the Track during any session is required to, as soon as possible:
 - (i) If they are able, get their Kart to a safe position; and
 - (ii) If they are able, get themselves to a safe position; and
 - (iii) Remain in such safe position until after the end of the session. Once the Driver is positioned in that safe position they are permitted to remove their helmet.
- d) An Official may, if necessary, observe racing from a safe location even though a protective barrier may not be in that location. The time spent in this location must be no longer than necessary.

- e) When inside the 1LoP, a high visibility safety vest must be worn on the upper torso as a Minimum standard. Photographers and other persons authorised and/or accredited by KA are to wear the designated media vest.

13 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/earpiece.
- (i) Stewards
 - (ii) Race Director
 - (iii) Clerk of the Course
 - (iv) Chief Scrutineer
 - (v) Scale Marshals
 - (vi) Flag Marshals/Safety Lights Operator
 - (vii) Starter
 - (viii) Grid Marshals
 - (ix) Chief Timekeeper
 - (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
 - (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.

14 Smoking, Vaping and use of Welding Equipment, Angle Grinders and Open Flame Devices

- a) Smoking, (including the use of E-cigarettes), and Vaping is not permitted in the paddock, unless in an area approved by the Organiser and then, only in accordance with applicable laws.
- b) The use of a welder, angle grinder, any open/naked flame device or heating gun is not permitted in the paddock, other than in area approved by the Chief Scrutineer.

15 Cleaning Fluid

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

16 Temporary Circuit Guidelines

- a) For information referring to Temporary Circuit guidelines contact KA.
- b) All inspection costs are to be the responsibility of the Promoters.
- c) A preliminary permit will be issued pending final Circuit inspection and approval given by the Circuit Inspector for the official permit to be put into place on the day of the Event. Circuit Inspectors are to endorse the Circuit Licence certificate on approval of the temporary Circuit.
- d) Expenses associated with accommodation, meals, travel, etc. for the Circuit Inspector are to be paid by the Promoting Club.

17 Track Density

- a) The table below represents the maximum permitted Track Density that is applicable to a Track where the in grid and out grid can accommodate the specified number of Karts.
- b) A Circuit at which the in grid and or the out grid cannot accommodate the maximum permitted Track Density may have the Track Density reduced to reflect the capacity of the in grid and/or the out grid. The revised Track Density will be noted on the Circuit Licence.

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

- c) For National Events, KA has the authority to reassess the Track Density of a Track based on the results of a full TRA Circuit and Track inspection conducted by the Safety Compliance and Championship Manager in their capacity as National Track Inspector and/or the Safety Delegate.

18 Wet Track

- a) If the Track is wet at the commencement of Competition, or immediately upon the commencement of rain, the Race Director/Clerk Of Course in conjunction with the Chief Steward will declare the Track Wet and it shall remain a Wet declared Track for the remainder of that day's Competition.

19 Retrieval Vehicles and Trailers

It is permitted to use a motorised retrieval vehicle (MRV) and a trailer for the recovery of Karts and Drivers from the Track, and for general work during a Meeting in accordance with the following Rules.

- a) Permitted MRV's

The following types of MRV are permitted to be used:

- Side by Side Utility Vehicle* (SXS) (an off-road motorised vehicle that travels on four (4) wheels, has a minimum of two (2) seats positioned side by side and that may be enclosed within a roll cage structure) and are operated by foot controls and a steering wheel.
- Road registered car or light utility (Car);
- Quad bike (Bike) (an off-road motorised vehicle that travels on four (4) wheels, with a seat designed to be straddled by the operator and handlebars for steering control.)
-

* SXS is the most highly recommended MRV.

- b) Conditional Registration

- It is recommended that each MRV holds Conditional Registration that will allow it to be driven/ridden on the state road network on a limited basis should the need arise.

- c) Use of an MRV

- An MRV must only be driven or ridden by a person who holds a Government issued Driver's licence or motorcycle licence ("Driver's Licence").
- An MRV must always be ridden or driven at a safe speed and in accordance with the conditions.
- A Club that provides and/or operates an MRV (with or without a trailer) to retrieve crashed or broken down karts at a Meeting or Karting Activity, must provide the operator/s of the MRV (the "Operator") with a suitable Safety Briefing or Training and Induction in the safe operation of the MRV ("Training") so that they can provide a safe system of kart retrieval at all times.

- (iv) No person is permitted to ride, drive or be a passenger on or in an MRV unless they are:
 - a. Seated at all times in a properly fitted seat that is OEM, and
 - b. Wearing protective clothing and gear such as goggles, long sleeves, long pants, boots and gloves/hand protection.
 - c. A person who drives or rides or is a passenger on a SXS (that does not have a roll cage structure fitted to it), or a Bike must wear a helmet that complies with Technical Rules, Chapter 7, Rule 2, at all times.
 - d. No person is permitted to be a passenger on a Bike that is meant to be ridden by one (1) person.
- (v) No person is permitted to be a passenger on a trailer being towed by an MRV unless they are:
 - a. Seated at all times in a properly fitted seat that is fit for purpose and wearing a suitable restraint device such as a seat belt or harness; or
 - b. Wearing a suitable restraint device such as a harness that is attached to the trailer in such a position and manner so as to prevent the wearer from falling from the trailer, and
 - c. Wearing a helmet that complies with Technical Rules Chapter 7, Rule 2, and
 - d. Wearing protective clothing and gear such as goggles, long sleeves, long pants, boots and gloves/hand protection.
 - e. **IMPORTANT NOTE** – No person is permitted to be seated in a kart that is on a trailer that is being towed by an MRV.
- d) Safety Briefings, Safety Training and Recognition Of Prior Experience,
 - (i) A Club may apply recognition of prior experience (RPE) in the use of a Retrieval Vehicle in determining whether an Operator requires Training or a Safety Briefing in the Use of a Retrieval Vehicle Procedures.
 - (ii) Safety Briefing (For Operators assessed as having RPE in the use of a Retrieval Vehicle)
 - a. A Safety Briefing will consist of a senior member of the Club Committee (preferably the Club Safety Officer) explaining the requirements of Rule 19 a) - e) herein to the Operator.
- e) Safety Training
 - (i) Safety Training must be provided to a person who is assessed as not having RPE in the operation of a Motorised Retrieval Vehicle.
 - (ii) Safety Training will involve explanation and practical instruction of the following:
 - a. Starting, riding/driving, cornering and stopping of the Retrieval Vehicle
 - b. Attaching the Trailer to the Retrieval Vehicle
 - c. Loading the Trailer
 - d. Determining what is the appropriate speed at which the MRV should be operated
 - e. Seating or harnessing permitted passengers.
 - f. Safe driving/riding practices.
 - (iii) The Trainer will be required to conduct an assessment of the Operator's ability to safely operate the Retrieval Vehicle before approving them to Operate the Retrieval Vehicle.
- f) Records To Be Kept
 - (i) Safety Briefing:
 - a. The Club must retain a record that a Safety Briefing has been provided to an Operator who has been assessed as having RPE in the use of an MRV. The Club will record the requisite details of the Safety Briefing on KOMP, including: A. Date on which the Briefing took place.

- B. Name (first name and family name) of the Operator.
 - C. Name (first name and family name) and position held in the Club of the person who provided the briefing and induction (the "Briefer").
 - D. Age of the Operator.
 - E. That the Briefer has sighted the Operator's Driver's Licence.
 - F. A statement that the Operator has been assessed as having RPE in the use of a MRV.
- (ii) Safety Training:
- a. The Club will record the requisite details of the Training provided to an Operator that will contain the following including:
 - A. Date on which the Training took place.
 - B. Name (first name and family name) of the Operator.
 - C. Name (first name and family name) and position held in the Club of the person who provided the training and induction (the "Trainer").
 - D. Age of the Operator.
 - E. That the Trainer has sighted the Operator's Driver's Licence.
 - F. A statement of acknowledgement that the Operator has been trained in the safe operation of a MRV.

20 Kart On Trolley

- a) It is not permitted to move a trolley carrying a kart while the engine of that kart is running.
- b) It is not permitted for a person to be seated in a kart while the kart is on a trolley.

21 Temporary Facilities/Structures

A key component of safe, successful operations and amenities at a Circuit hosting a Meeting is the supply, erection, construction, use and subsequent dismantling from site of temporary structures including but not limited to shade structures, marquees, tents - with or without walls, platforms, grandstands, temporary fences (the **Structures**).

a) General Requirements For All Structures

The following are general requirements that the Licence Holder must adhere to:

- (i) Erection of a Structure is not permitted unless prior approval is provided by the Organiser.
 - (ii) Placement and positioning of all structures is at the absolute discretion of the Organiser.
 - (iii) Ballast must be used to secure the Structure to the ground.
 - (iv) Ballast must be in the form of solid weights or pegs/spikes (if approved) and not in the form of water filled drums or barriers. Water filled drums or barriers used as ballast is not permitted.
 - (v) Ground spiking is not permitted unless prior approval is provided by the Organiser.
 - (vi) Rated straps (with an adequate capacity for the size of the Structure) must be used for tying down the Structure. Structures must not be tied down using ropes and knots.
 - (vii) All equipment used on site must be in good condition, fit for purpose and not compromised by excessive wear and tear.
 - (viii) Unless otherwise advised by the Organiser, dismantling of Structures with a floor plan greater than 18 sq metres, will not be permitted to commence until the completion of Racing save that it is permitted to remove the walls of a structure.
- b) Adherence to Work Health and Safety management (WHS) requirements of the Circuit is mandatory for all persons at all times.
- c) As a minimum, the Licence Holder must satisfy the requirements outlined in Table 1 within the timeframes specified.

- d) Any Licence Holder found with a non-compliant Structure, will be directed by the Organiser to rectify the defect, or to dismantle the Structure and remove it from the site and may be subject to further Penalties.
- e) The Licence Holder must:
 - (i) Maintain constant supervision of the Structure during the event.
 - (ii) Where a structure is erected for multi-day duration events, take all necessary steps to secure the Structure for overnight and any other periods where the Structure may be unattended.
 - (iii) Vigilantly review forecast windspeeds by BOM; and
 - (iv) Observe site wind and weather conditions, such that the Licence Holder may;
 - a. Be ready at short notice to dismantle or otherwise strike down the Structure, should it be unsafe for occupation or could become at risk of being struck down; or otherwise, be damaged; or itself become a projectile and cause damage.

Table 1	Type A	Type B	Type C
Structure Example	<ul style="list-style-type: none"> Structures with a floor plan up to 18 sqm. e.g., pop up tents. Umbrellas 	<ul style="list-style-type: none"> Structures with Floor plan up to 36 sqm e.g., marquees, tents, shade structures Proprietary structures e.g., modified trucks, modified shipping containers 	<ul style="list-style-type: none"> Structures with Floor plan between 36 and 500 sqm e.g., marquees, tents, shade structures, grandstands, corporate platforms temporary fencing
		Fourteen (14) days prior to Structure use.	
Pre-mobilization Requirements	Details and type of structure to be used (name, type size and if available, drawings/photos)		
		<p>Work Health and Safety Documentation as required by the Organiser. OR Written confirmation that the Structure will be erected by a company that complies with the "Hire and Rental Industry Association – Temporary Structure/Marquee Weighing Standards and in compliance with those Standards".</p> <p>The Structure and ballasting must comply with the manufacturer's instructions and/or the "Hire and Rental Industry Association – Temporary Structure/ Marquee Weighing Guides".</p> <p>https://hria.com.au/wp-content/uploads/sites/3/2023/11/15.-HRIA-weighting-guide-September-2016.pdf</p> <p>https://hria.com.au/wp-content/uploads/sites/3/2023/11/16.-HRIA-Pegging-Guide.pdf</p>	<p>If the structure is pre-engineered and pre-calculated, the user MUST supply WHS documentation as required by the Organiser, which includes:</p> <ul style="list-style-type: none"> Engineering drawings for each structure. Engineering calculations for each structure, and Design certificate for each structure. <p>If the structure is not pre-engineered or pre-calculated, user MUST supply an Engineering inspection certificate for each structure, issued by an independent CPEng if the structure is not pre-engineered and pre-calculated</p> <p>OR</p> <p>Written confirmation that the structure will be erected by a company that complies with the "Hire and Rental Industry Association - Temporary Structure/Marquee Weighing Standards" and is in compliance with those Standards.</p>
		During Event Structure use.	
During Event Requirements		Compliance with Work Health and Safety Documentation and Requirements	Compliance with Work Health and Safety Documentation and Requirements

22 Lightning and Thunderstorm Management

These Rules apply to all Karting Competitions and Karting Activities conducted under an Organising Permit issued by or on behalf of KA by an SKA. They prescribe the mandatory requirements for awareness, monitoring, suspension and resumption of on-track activities where lightning or thunderstorm risk exists.

The operational requirements and procedures are detailed in Appendix 8 – Lightning Strikes and Thunderstorm Rules for Karting Competitions and Karting Activities.

Karting Competitions

- a) Responsibility and Authority
 - (i) When thunderstorm or lightning risk is identified or forecast, the Stewards must appoint a Clerk of the Course or other Official to act as the Lightning Safety Officer (LSO).
 - (ii) The LSO is responsible for monitoring weather information, assessing lightning proximity, and advising the Clerk of the Course and Stewards of potential actions.
 - (iii) The Stewards hold authority to instruct the Clerk of the Course to suspend or resume Competition in accordance with Appendix 8.
 - (iv) The safety of all persons takes precedence over any schedule, program or broadcast commitment.
- b) Lightning Monitoring
 - (i) Lightning and thunderstorm conditions must be actively monitored whenever the risk is present.
 - (ii) Monitoring must utilise Bureau of Meteorology (BOM) radar, or the My Lightning Tracker App or other reliable sources as specified in Appendix 8.
 - (iii) The LSO must maintain an accurate record of warnings, holds, and all-clear decisions.
- c) Suspension and Resumption of Competition
 - (i) A Lightning Hold must be declared when Triggers For Suspension specified in Appendix 8 are met, including the 10 km proximity or 30/30 flash-to-bang rule.
 - (ii) **All on-track and paddock activities must cease, and all persons must proceed to Safe Shelters as defined in Appendix 8.**
 - (iii) Competition may only resume after the minimum waiting period and confirmation of safe conditions as prescribed in Appendix 8, and with the approval of the Stewards.
- d) Communication and Planning
 - (i) The Lightning and Thunderstorm procedures set out in Appendix 8 must be referenced in the Supplementary Regulations for all Meetings.
 - (ii) The Clerk of the Course must ensure that the procedures are included in the Drivers' Briefing in accordance with Appendix 8 and that Safe Shelter locations are clearly identified at the venue in accordance with the Karting Australia Circuit Regulations and Guidelines .
 - (iii) The Organiser must ensure that PA, SMS, or other approved systems are available to broadcast Lightning Hold and All-Clear messages.
- e) Venue and Infrastructure Requirements
 - (i) All venues conducting Karting Competitions must comply with the engineering and protection requirements of:
 - a. Karting Australia Circuit Regulations and Guidelines;
 - b. Appendix 8.
 - (ii) Each venue must maintain a current record of inspection and testing of its Lightning Protection System and associated safety infrastructure.

Karting Activities

- f) Responsibility and Authority
 - (i) The Karting Activity Controller (KAC) is responsible for monitoring weather and lightning conditions and for taking all necessary actions to protect participants and officials.
 - (ii) The KAC must follow the same Lightning Hold and All-Clear triggers, decision-making processes and safety protocols as prescribed in Appendix 8.
- g) Suspension and Resumption of Activity
 - (i) A Karting Activity must be suspended immediately when lightning or thunderstorm activity reaches the triggers specified in Appendix 8.
 - (ii) All persons must be directed to Safe Shelters and remain there until the KAC confirms that resumption conditions, as specified in Appendix 8, have been met.
 - (iii) The KAC must maintain a written record of all warnings, holds and resumption decisions.

Safety Priority

Safety must always take precedence over competitive or commercial considerations. The decision of the Stewards at a Karting Competition, or the Karting Activity Controller at a Karting Activity, to suspend or resume operations is final.

- h) No Official, Competitor or participant is permitted to override a declared Lightning Hold.

Competitions in General

1 Organisation of a Competition

- a) A Competition may be organised in the territory of KA only by:
- KA;
 - an SKA;
 - an affiliated club; or
 - another person or body approved by KA.

2 Official Documents

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

3 Supplementary Regulation Format

- a) KA has prescribed the specific format of Supplementary Regulations that must be used for a Competition and/or an Organised Social Karting Activity. Proforma Supplementary Regulations for all levels of Competition and Organised Social Karting have been provided to each SKA for use by the Organiser of a Competition or a Social Karting Activity.
- b) A new set of Supplementary Regulations must be prepared by an Organiser and approved by KA or relevant SKA for each Competition 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 Karting Australia."

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:
- shall be deemed to be acquainted with the Constitution and the Rules;
 - shall undertake to submit themselves without reserve to the above and to the decisions of KA and to the consequences resulting therefrom; and
 - 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 Licence Holder and the Organiser (Entry).
- b) **By submitting an Entry, the Licence Holder is bound to fulfil all the conditions upon which the Entry was made, and to Start and Compete in all Competitions comprising the Event to the fullest of their capacity, unless prevented from doing so by reasons of force majeure or circumstances beyond their control and as may be accepted by the Stewards. An Entry binds**

the Licence Holder to take part in the Meeting, except in case of duly established force majeure, and binds the Organiser to fulfil all the conditions which upon the entry was made, the only reservation being that the Competitor must use their best endeavours to participate in the Meeting.

Guidance Note:

“Duly established force majeure” includes but is not limited to compliance by the Licence Holder with General Rules, Chapter 15, Rule 3 b) and other medical emergencies for which a medical certificate is provided.”

- c) Any Entry for a Meeting must be made using a KA Licence in conjunction with the KOMP.
- d) Any Entry for a Meeting for any Driver under the age of eighteen (18) years as at the date of the commencement of a Meeting must be made by either:
 - (i) the holder of a valid Senior Driver’s Competition Licence and who is over eighteen (18) Years old; or
 - (ii) the holder of a valid Participant’s Licence.
- e) An entry must be received prior to the closing of entries for a Meeting.
- f) Payment may be made by any means acceptable to the Organiser provided it is received before the closing of entries.
- g) No refund of an Entry fee will be made after the close of entries for a Meeting unless Rule 6 b) above has been complied with in full.
- h) From the expiration of time for the placement of an entry for a Meeting, a Licence Holder is not permitted to change the Class in which they are entered except in the case of an error having been made by the Organiser or as approved in writing by the Organiser.

7 Entry Containing a False Statement

- a) An Entry which contains a false statement shall be null and void.

8 Insurance

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

First Aid and Medical Services/Requirements, Concussion, Injury Reporting and Return To Karting

First Aid and Medical Services at Karting Events

1 Background

At every Karting Event or Activity there exists the potential for accidents which could result in injury or death to individuals, be they Competitors, Drivers, Officials, spectators, or others.

Whilst the Rules, Regulations, Policies, and approved procedures which govern the conduct of karting are designed to minimise the potential for accidents and injury, it is necessary that each and every Event be conducted in a manner designed to reduce risk. Insofar as minimising risk to persons in the case of injury being sustained, KA requires each Organiser to have in place on site, not only appropriately trained and authorised* medical, paramedical and/or first aid personnel (the "First Aid Personnel") and facilities commensurate with the risk profile of the Event but also an appropriate and considered response plan to be activated if an incident requiring a first aid / medical response the "Medical Response" occurs.

*An example of appropriate training would be authorisation by government regulation, or relevant training or statutory authority to operate equipment commensurate with their competencies for initial assessment and the treatment of patients and their care generally and/or while awaiting transport.

Different size Events and Competition Levels (Ref: ~~Competition Rules, Chapter 5~~) present different potentials for injury to persons. The First Aid service provided by the Organiser must reflect the potential risk associated with the Competition Level, type and size of the Event. Accordingly, the requirements set by KA for first aid medical services at a National Championship, National Series, National Cup, State Championship and large State level (including Club level) Events are generally more demanding than for those for a small or medium size State level or most Club level Events.

2 Medical Response Plan

The level of first aid/medical service planning and Medical Response capacity which is required for each type and status of Event and Activity is as per overleaf:

Type Of Medical Response Plan ("Plan[s]") Required	Status of Event - Championship, Series, Cup and Trophy Events and the Requisite Medical Response Plan
1. Detailed Event Specific Plan	
<p>A detailed Event/venue specific Medical Response Plan is required. The plan must be documented in the format specified. (An example is included at www.karting.net.au/administration/forms) [Purpose and how to complete the Plan instructions are to be included.]</p>	<ul style="list-style-type: none"> • National Championship Events • Any other Event with more than 200 Entries* • Any other Event with > 200 Entries* but < 300 Entries* • Any other Event with > 150 Entries* where at least 2 Classes/Divisions are at or exceed the maximum permitted Track Density**
<p>The Medical Response Plan Template and instructions on how to complete the Plan can be downloaded here: www.karting.net.au/admin/forms</p>	
2. Pro Forma Response Plan/Checklist	
<p>A pro-forma Medical Response Checklist is required (See www.karting.net.au/administration/forms)</p>	<ul style="list-style-type: none"> • A Event with more than 100 but less than 200 Entries*
<p>The Pro Forma Response Plan/Checklist can be downloaded here: www.karting.net.au/administration/forms</p>	
3. Pro Forma Emergency Response Information Sheet	
<p>A pro-forma Medical Emergency Information Sheet is required. (See www.karting.net.au/administration/forms)</p>	<ul style="list-style-type: none"> • An Event with less than 100 Entries All other Events • A Karting Activity
<p>The Pro forma Emergency Information Sheet can be downloaded here: www.karting.net.au/administration/forms</p>	
<p>* At the close of entries. ** As specified in General Rules, Chapter 4, Rule 17.</p>	

The Objective

The Plans and the resources required to give effect to the Plans are not considered overly onerous on Organisers and reflect common sense and community standards.

The objective of a Plan is to ensure that proper planning and forethought have been undertaken prior to the conduct of an Event and to guide the practical response to any incident resulting in injury that may occur during an Event.

The Detailed Event Specific Plan is designed to prompt consideration by Organisers of the skills, resources and procedures which will be required to provide an effective medical response capacity at an Event and to provide an indication of how the medical response system will operate in a practical way.

The Organiser of an Event that is likely to require a Detailed Event Specific Plan to be submitted, must lodge a completed copy of the Detailed Event Specific Plan at the time of submitting the Supplementary Regulations for the Event and prior to receiving an Organising Permit.

- a) KA has considered the Events that to may require a Detailed Event Specific Plan to be submitted.
- b) The following list of Events is provided to assist Organisers to meet the requirements of this provision and is indicative only:

National	AKC	(Most) State Championships	National Series	State Championship preliminary Event
Karting Vic.	City Of Melbourne Titles	Golden Power Series Events	Victorian Country Series Events	Junior Sprint Classic
Karting Qld.	State Cup Event	Ipswich Club Days		
Karting W.A.	WA Karting Series Events	Carnival Of Karts	King Of The Hill	City of Perth

Note: If a Club Competition is being promoted as a preliminary Event for a higher-level Event (e.g. a National Event, State Series, State Championship, State Cup or State Trophy Event or a State level Event of significance etc. it is recommended that a Detailed Event Specific Plan be prepared and submitted to KA or the SKA that is required to issue the Organising Permit for the Event at the time of making application for the Organising Permit.)

- c) If an Organiser of an Event or Karting Activity plans to conduct more than one Event or Karting Activity of the same status and at the same venue, they may lodge a common Medical Response Plan if the contents of that plan, following review at suitable intervals, remains unchanged during a calendar year.

3 Specific Requirements

Clubs and Organisers are encouraged to meet standards higher than the minimum requirements for their facilities and their Events. In addition to the requirements of the Medical Response Plan appropriate for the status of the Event as outlined above, KA requires that Events meet certain specific additional requirements as follows:

- a) General
 - (i) At each Event, there must be a Medical Response Service capable of providing on-scene assistance within the shortest possible time. The service must include appropriately skilled First Aid Personnel and equipment to assess and treat any injured or potentially injured Licence Holder or spectator.

- (ii) The First Aid Personnel and equipment must:
- be located in a suitable vehicle that can access the scene of an incident promptly; or
 - be positioned to enable access to any part of the Circuit on foot within a reasonable response time.
 - not enter the area inside the 1LOP until they are instructed to do so by either the Race Director or the Clerk of the Course.
- (iii) No practice, qualifying, or Competition session may commence unless the required First Aid Personnel, vehicles, ambulances, and equipment are in attendance and ready to respond as necessary.
- (iv) If, at any time during an Event, the required First Aid Personnel or vehicles leave the Circuit or are otherwise unable to respond within the timeframe required under Rule 3 a) (ii), all practice or Competition must be suspended until the required personnel and vehicles are again present and able to respond appropriately.
- (v) Following assessment and commencement of treatment at the scene, a suitable vehicle or wheeled stretcher is available for the safe and efficient transport of a patient to the Circuit First Aid Facility.
- The wheeled stretcher must be of a professional medical transport standard – such as a Ferno 50E or equivalent featuring:
 - Adjustable height and backrest positions for patient comfort and medical access
 - Locking wheels and safety restraints to secure the patient during movement
 - Sufficient load capacity and structural integrity to accommodate adult patients
 - Compatibility with commonly used patient transfer and immobilisation equipment
- (vi) Any vehicle used for medical transport must:
- be driven by a person who holds a current motor vehicle driver's licence and has been briefed prior to commencement of practice, qualifying or Competition, by the Clerk of the Course on the specific requirements of operating a medical transport vehicle within a karting environment;
 - be operated with due care and awareness of emergency response and communication protocols;
 - be mechanically reliable, hygienically clean, and free of visible dirt or debris;
 - have its patient area disinfected before the commencement of each day of the Event;
 - provide sufficient space to accommodate at least one full-sized medical stretcher and an attendant positioned adjacent to the stretcher; and
 - allow continuous medical access to the patient during transport.
- (vii) Where local laws prescribe a mandatory standard for emergency medical transport vehicles that exceeds the requirements of these Rules, the vehicle must comply with that higher standard.
- b) **First Aid Medical Facility**
- Unless otherwise approved by Karting Australia, and then only in exceptional circumstances, a **First Aid Medical Facility** must be provided at each Circuit. It may be a permanent or a temporary building or an ambulance or a vehicle commercially equipped to the standard of an ambulance. It must be readily accessible from the Track and have ready access to public roads for subsequent transport of patients to hospital if required and appropriate. It must be so situated to ensure security and privacy.
 - The **First Aid Medical Facility** should be so constructed that patients on stretchers can be readily taken into and out of it and must contain adequate space and equipment for further assessment, treatment, stabilisation, and preparation of the patient for transport.

- (iii) The **First Aid Medical Facility** should be able to accommodate non-ambulatory patients.
 - (iv) **Unless otherwise approved by KA, effective as of 1 January 2026, it is intended that by no later than 31 December 2025,** all KA licenced Circuits will have a permanent or temporary building or a dedicated section of a permanent building, that complies with Rules 3 b) (i), (ii), and (iii) that is fully operational as their Medical Facility and is available for all Events. The building should include climate control appropriate to the location and environment, appropriate lighting and hot water.
- c) Communications
- (i) Communication facilities must include radio communication with the trackside and with Race Control.
 - (ii) A telephone (landline or mobile with normally adequate 4G signal strength) for contact with the receiving hospital is necessary.
- d) Personnel
- First Aid Personnel must be in attendance at each Event or Karting Activity as specified herein.
- (i) Initial Trackside response may be provided by First Aid Personnel who should be appropriately equipped and trained to perform their role.
 - (ii) At least two (2) First Aid Personnel must be in attendance at each Event for which a Detailed Event Specific Plan is required to be submitted.
 - (iii) Any Karting Activity scheduled by a Club to take place on the Club's Track within 48 hours of the commencement of any Meeting ~~other than a Club Competition or an Event for which a Detailed Event Specific Plan is required to be submitted~~; should provide the same level of **Medical Response First Aid attendance** as that which will be supplied at the Meeting and in accordance with Appendix 1 **Section 2e**).
 - (iv) The responsibility for the organisation and operation of the Event's **Medical Response paramedical/first aid services** shall lie with the Clerk of the Course/Race Director who shall discharge this responsibility in consultation with the First Aid Personnel on site.
 - (v) ~~Paramedical and~~ First Aid Personnel are not authorised to determine medical fitness of a person who has suffered a Serious Injury to Compete or Officiate.
- e) Vehicles
- For each Event for which a Detailed Event Specific Plan is required to be submitted or as otherwise may be required by KA, there must be present at all times at least one ambulance or a vehicle equipped to the standard of an ambulance.
- It is highly recommended that an ambulance is in attendance at all other Events. (i.e. St. John Ambulance or equivalent, according to local law.)
- f) Medical Equipment
- (i) At each Event, medical equipment to support the level of medical/paramedical, ambulance and first aid facilities designated for the Event shall be provided.
 - (ii) The equipment must be adequate to deal with the range of injuries likely to be encountered and be commensurate with the skills of and be familiar to the First Aid Personnel using it.
 - (iii) Ideally all equipment should be supplied and maintained by the attending First Aid Personnel as a part of an arrangement with the Organiser. Medical equipment for the **First Aid Medical Facility** should be provided and maintained under a similar arrangement. Patient beds/trolleys, furnishings and permanent equipment should be provided and maintained by the Organiser unless by specific agreement with the Provider.

4. Injuries and Injury Reporting

- a) Minor and Significant Injuries - Definitions
- (i) **Minor Injury** means a physical injury that is typically less severe and does not necessitate hospital admission or invasive medical procedures, including minor strains and sprains, bruises, small cuts, minor burns or mild muscle soreness. These injuries generally do not involve extensive medical intervention and may only involve short-term immobilisation and/

or can be managed through first aid, rest, ice, compression, and elevation (RICE), and over-the-counter pain relief.

- (ii) **Significant Injury** means a physical injury that includes but is not limited to fractured bones, abdominal, head and/or chest injuries, and/or major ligament injuries, that require the injured person to be treated at and/or admitted to a hospital and that may require the injured person to undergo surgery requiring a general anaesthetic, and/or a person who has been diagnosed with concussion.

a. A person who has suffered a Significant Injury will automatically be deemed UNFIT and their Licence will be made Medically Inactive until they are declared FIT to return to the sport.

b) Reporting

- (i) A person who has been injured at a Circuit is, insofar as they may be able is responsible for ensuring that the incident and their resultant injury is reported in the required manner.
- (ii) If the injured person, as a result of the injuries sustained is unable to submit such injury report, it shall become the responsibility of their next of kin/Participant's Licence Holder to do so.
- (iii) Any injury which occurs at a Circuit during an Event must be reported to the Stewards and the First Aid Personnel.
- (iv) Details of any incident resulting in a Significant Injury as reported on the Injury Form as being a Significant Injury a summary must be entered in the Stewards Report.
- (v) A Significant Injury must be noted on the Licence Holder's KOMP Profile that the Licence is Medically Inactive and reported to KA or the SKA that issued the Organising Permit.
- a. If the injury occurred at a National level Event, it must be reported directly to KA by the injured person or their next of kin/Participant's Licence Holder, or
- b. If the injury occurred at a State level Event, it must be reported to KA by the SKA that issued the Organising Permit for the Event.
- (vi) In all circumstances, a Licence Holder, who has been declared or is deemed to be Medically Inactive, before they can be declared FIT to return to the sport must obtain a written medical clearance from a registered medical practitioner (the "Clearance Certificate") in accordance with Rule 6 herein. Any injury which occurs at a Circuit, outside of an Event (e.g. at a sanctioned Karting Activity) must be reported to the Club Secretary. The person who has been injured should also seek medical advice.

5. Concussion

- a) A person who has been identified through a CRT6 assessment conducted by a non-medically trained individual as being suspected of having suffered a concussion, or who has been diagnosed by a registered medical practitioner as having suffered a Concussion, must be treated and their return to karting must be managed in accordance with KA Policy P35 - Concussion Management Guidelines.
- b) Those diagnosed with concussion are required to follow a standardised "Return-to-Sport" protocol including MINIMUM exclusion periods:
- (i) 18 years old or greater - minimum 10 days exclusion from sport from DIAGNOSIS of concussion;
- (ii) Less than 18 years old – 21 days from DIAGNOSIS of concussion and 14 days exclusion from RESOLUTION of concussion symptoms.

6 Return to Karting

- a) A Licence Holder who has suffered a Significant Injury at a Circuit, or elsewhere, and who has been declared Medically Inactive, or who meets the criteria for being deemed Medically Inactive but has not yet been formally declared as such, must obtain a Clearance Certificate prior to being declared FIT to return to the sport. The Clearance Certificate must be submitted to KA

- or their SKA in accordance with Rule 6 b) and is a mandatory requirement for the removal of Medically Inactive status from the Licence.
- b) Upon receipt of the Clearance Certificate, KA or the SKA must review the validity of the Clearance Certificate and if valid, must note that person has been declared FIT and lift the Medically Inactive status from the person's Licence on their KOMP Profile, thereby allowing the person to return to Karting.

7. Mandatory Disclosure

Failure by a Licence Holder to disclose a medical condition, or injury, that meets the criteria for being declared Medically Inactive - thereby knowingly continuing to participate in the sport while medically unfit - may constitute a breach of these Rules. Such conduct may result in disciplinary action being taken in accordance with the Rules, including but not limited to the suspension of the Licence, and/or the imposition of such other penalties deemed appropriate by KA.

Refer to:

Policy P35 - KA Concussion Management Guidelines, and
Policy P36 - Karting Australia Medical Code

The systems and processes that underpin the operations of the KA judicial system are fundamental to KA's competitions at all levels of our sport.

1. General Rules, Chapters 7 to 14 form the primary components of the KA Judicial system and specifically deal with:

- a) Race Officials and their Duties (including the responsibilities of Judges Of Fact),
- b) Offences,
- c) Penalties,
- d) Breach of Rule – Infringement Notice system,
- e) Stewards Hearings,
- f) Protests,
- g) Tribunals,
- h) Appeals.

2. The Guiding Principles of the Judicial System are:

- a) To operate a simple Judicial system that is conducted with minimal formality which is fair, efficient and reasonable and that complies with the standards established by the FIA in the ISC.
- b) To prioritise appropriate driving standards and the health and safety of Drivers and Officials;
- c) To promote appropriate outcomes by the effective use of the Penalty Notification process by Judges of Fact and the Infringement Notice process by Officials of the Meeting;
- d) To provide an appropriate system for a Protestor who may seek to lodge a protest against a Licence Holder whom they allege has committed an Offence;
- e) To promote appropriate outcomes, and when an Offence is found to have occurred, and to provide consistency and proportionality in the Penalty or Penalties imposed.

3. Offences:

Ordinarily an Offence will fall into one or more of the following categories:

- a) Alleged breach or breach of the General Rules including but not limited to the General Rules section of the NCR, Appendices to the NCR, Policies and Bylaws.
- b) Alleged breach or breach of the Competition Rules.
- c) Alleged breach or breach of the Technical Rules, including Class Rules and engine Homologations.

4. Determining Offences and the Application of Penalties:

The following entities and individuals have certain powers specified in the Rules to identify and report and/or adjudicate Offences and to apply Penalties:

- a) Judges of Fact;
- b) Officials of a Meeting;
- c) Stewards of a Meeting;
- d) National Stewards Panel;
- e) National Judicial Commissioner;
- f) Tribunals;
- g) AMSAC;
- h) The Board;
- i) The CEO.

5. **Grading of Offences and Proportionality of Penalties:**

In the past, there has been a tendency to treat all categories of General Rule Offences the same. For example, the Minimum Recommended Penalties table at General Rules, Chapter 9, Rule 13 treated the offence of "actual physical contact" as a single offence with a single penalty. It took no account of:

- the full circumstances or the facts of the incident;
- the age of the people concerned in the incident - are they Cadet, Junior, Senior or a mixture of ages;
- whether the contact was careless or intentional;
- whether the contact was low, medium, high or severe in nature;
- the consequences (if any) of the contact.

The presiding Officials and Judicial Bodies will be required to take matters such as these into account when determining if an Offence has occurred and if so, what was its severity, were there any mitigating or aggravating circumstances and what Penalty should be applied.

With maturity comes heightened accountability for actions. Individuals participating in age-limited competitions through to adulthood are expected to demonstrate increasing responsibility for their conduct. As Competitors and Drivers age through to maturity, they must exhibit greater adherence to the established rules and policies that govern our sport, bearing the full weight of consequences for any breaches incurred.

6. **The Nature of Evidence:**

Judicial Bodies 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.

- 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.
- 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.
- Subjective Opinion is not in itself generally admissible. Opinions expressed by a party to a Judicial proceeding or witnesses other than experts are valueless as evidence of the matter at issue. They are inadmissible.
 - Should a party to a Hearing seek permission to produce expert evidence, they must provide to the Judicial Body a written statement containing:
 - the name and address of the expert witness; and
 - the qualifications and experience of the witness the substance of the evidence it is proposed to seek from the witness
 - When a person is accepted by a Judicial Body 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 Judicial Body.

- 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 (e.g. 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.
 - (ii) 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.
 - (iii) 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 Judicial Bodies. The general authority of the Judicial Body 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 Judicial Bodies, 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) A Judicial Body 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 Judicial Body.
 - (iv) The Judicial Body 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 Judicial Body.
 - (vi) The video or film shall be viewed initially in total silence, but the Judicial Body 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.

7. 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 probabilities, 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.

8. General Conduct

- a) Though Judicial Bodies 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 members of the Judicial Bodies are known to each other more or less well, there can be no justification for informality prevailing at hearings of Judicial Bodies (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 Judicial Body 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 Judicial Body’s stature and take much away from its purposes.
- c) The conduct of any Judicial Body is a question for the Chair, and it is to the advantage of all if they insist upon the above guidelines being followed.

9. 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.

Race Officials and their Duties

1 KA Policy P25 “Race Officials Licence Policy”

- a) Policy P25 governs the commencement, training, Licence requirements, grading, upgrade provisions and licence retention requirements for Junior Race Officials, and Senior Graded Race Officials and should be read in conjunction with these Rules.
- b) A Senior Race Official must be at least 16 years of age and is generally required to have completed Basic Training (in the KA Officials Academy) in accordance with Policy P25.
- c) A Senior Race Official at **Level Grade 3** or higher, must have successfully completed the KA Officials Academy courses applicable to their Licence (Event Control – Steward, Event Command – Race Management and/or Scrutineer – Technical) unless they have been assessed and granted Recognition of Prior Learning (RPL) in accordance with Policy P25.
- d) A Junior Race Official Must be at least 14 years of age and less than 18 years of age and is generally required to have completed the Junior Race Officials Courses (in the KA Officials Academy) in accordance with Policy P25.
- e) Any Race Official or other person who is required by law to have a valid Working with Children Check must obtain and maintain one as required by state law.

2 General Duties of Race Officials

- a) In fulfilling their duties, all Race Officials bear the fundamental responsibility to create and maintain a safe competitive environment, and to ensure that every Event is conducted with integrity, fairness and respect. Officials are required to report and deal with all observed or reported Offences or irregularities including but not limited to Misconduct, in accordance with the Rules, applying them consistently, fairly and with full transparency. In doing so, they advance Karting Australia’s Mission, fulfil our Vision and live our Purpose and Values - prioritising safety first, championing fairness and integrity, and supporting a welcoming, inclusive sport for all.
- b) It will be the general duty of all Race Officials, irrespective of the duties assigned to them and whether appointed by KA, the SKA 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 a Race 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 a Race Official.
- c) No Race Official is to make any comment to or on any form of electronic media or otherwise, pertaining to any issue arising from a Meeting.

3 List of Race Officials

- a) The list of Race Officials whose duty it shall be to direct and control Competitions may include:
 - (i) Stewards
 - (ii) Race Director
 - (iii) Clerks of the Course
 - (iv) Race Prosecutor
 - (v) Race / Competition Secretary of the Meeting
 - (vi) Chief Timekeeper and Timekeepers
 - (vii) Chief Scrutineer and Scrutineers

- (viii) Fuel Tester
 - (ix) Tyre Tester
 - (x) Scale Marshals
 - (xii) Flag Marshals
 - (xii) Pit Marshals
 - (xiii) Starter
 - (xiv) Grid Marshals
 - (xv) Noise Control Marshal
 - (xvi) Officials Secretary (Steward's Secretary).
- b) All Race Officials, except for Stewards may have assistants to whom any of their duties may be delegated.

4 Right of Supervision

a) General

In addition to the Race Officials required under these Rules, KA may appoint persons it considers suitably qualified to observe and supervise any individual or body responsible for promoting, organising, or participating in a Competition within the jurisdiction of KA.

- (i) KA may also appoint such person(s) to observe any Race Official, Competitor, Driver, or any holder of a licence issued by KA in any Competition held within Australia.
 - (ii) These supervisory rights extend to matters relating to the conduct, management, integrity, fairness and safety of all Competitions sanctioned by KA.
- b) Meeting Integrity Delegate (the MID)
- (i) Appointment
 - a. KA may appoint a MID for any Meeting it considers appropriate.
 - b. The appointment of a MID for State Championships, National Cups, National Series or other Nationally Recognised Events on the KA National Calendar may be made by KA prior to the Event.
 - c. The MID reports directly to KA and acts independently of the Organiser, Promoter, Officials and Competitors.
 - d. All reasonable expenses incurred by the MID in attending and performing their duties at an Event, including travel, accommodation, meals and local transport, must be borne by the Host Club or Event Organiser/Promoter in accordance with KA Policies.
 - (ii) Purpose and Authority
 - a. The MID will provide independent oversight of the interpretation and application of the Rules.
 - b. The MID will ensure that the integrity, fairness, safety and consistency of Meeting operations are maintained at all times.
 - c. The MID acts as KA's representative at the Meeting, exercising supervisory authority as required, and reporting directly to KA on any matter of significance.
 - d. The MID is authorised to intervene only when absolutely necessary to uphold the Rules, preserve the integrity of the Competition, or address safety or compliance concerns.
 - (iii) Role Functions
 - The functions of the MID will include:
 - a. Observing the conduct of the Meeting, its Officials, Competitors and practices to ensure full compliance with the Rules.
 - b. Providing authoritative guidance to Race Officials on matters relating to Rule interpretation, circuit safety and event integrity.

- c. Identifying and reporting to KA any issue that may impact the fairness, safety or proper conduct of the Meeting.
- d. Liaising with the Stewards, Clerk of the Course and other Officials as required, without assuming operational control unless expressly authorised by KA.

In addition to the Race 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 a Race Official, Competitor or Driver, or any holder of a licence issued by KA in any Competition held in any country whatsoever under the Code.

5 **Minimum Essential Officials:**

Different size Events and Competition Levels present different potentials for injury to people. Just as the First Aid service provided by the Organiser must reflect the potential risk associated with the Competition Level, type and size of the Meeting, so too should the number of Licenced and graded Race Officials. Accordingly, the requirements set by KA for controlling Officials at a National Championship, National Series, National Cup, State Championship and large State level (including Club level) Events are generally more demanding than for those for a small or medium size State level or most Club level Events.

a) National Championship or a Meeting with more than 200 Entries.

Unless otherwise approved by KA, at all Meetings that, in accordance with General Rules Chapter 6 require a **Detailed Event Specific Medical Response** Plan (i.e. National Championship or a Meeting with more than 200 Entries) to be prepared and actioned the minimum number of essential Graded Race Officials is:

Official	National Championship and State Championship of NSW, Qld., Vic., WA.	Meeting Total
Chief Steward	One (1) at Level 1	1
Stewards	One (1) at Level 2 or higher PLUS at least two (2) at Level 3 or higher	3
	Note: Additional Stewards including Level 4 General Officials can also be appointed to these Meetings.	
Race Director	One (1) Race Director for National Championship	1
Clerks of the Course	One (1) at Level 1 PLUS three (3) at Level 3 or higher	4
	Note: Additional CoC's including Level 4 General Officials can also be appointed to these Meetings.	
Chief Scrutineer	One (1) at Level 1	1
Scrutineers	Three (3) at Level 3 or higher	3
Timekeeper	One (1) - experienced at Zonal and State Meetings	1
Stewards Secretary	One (1) - recommended for Meetings with more than 120 Entries)	1

Official	Other Meetings with more than 200 Entries	Meeting Total
Chief Steward	One (1) at Level 2 or higher	1
Stewards	One (1) at Level 2 or higher PLUS two (2) at Level 3 or higher	3
	Note: Additional Stewards including Level 4 General Officials can also be appointed to these Meetings.	
Clerks of the Course*	One (1) at Level 2 or higher PLUS two (2) at Level 3 or higher	3
	Note: Additional CoC's including Level 4 General Officials can also be appointed to these Meetings.	
Chief Scrutineer	One (1) at Level 2 or higher	1
Scrutineers	One (1) at Level 3 or higher PLUS one (1) at Level 4 or higher	2
Timekeeper	One (1) - experienced at Zonal and State Meetings	1
Stewards Secretary	One (1) - recommended for Meetings with more than 120 Entries)	1

* Must have a clear understanding of the Start, Re-start, Race Stoppage and Race Finish Rules - Competition Rules, Chapter 1, Rules 22 – 26 if they are fulfilling the role of the Starter.

- b) Unless otherwise approved by KA, at all Meetings that, in accordance with General Rules Chapter 6 require a **Pro-forma Medical Response Plan/Checklist** to be prepared and actioned – (i.e. A Meeting with more than 100 but less than 200 Entries), the minimum number of essential Graded Race Officials is:

Official	Other Meetings with more than 100 but less than 200 Entries	Meeting Total
Chief Steward	One (1) at Level 3 or higher (Level 2 is preferable)	1
Stewards	One (1) at Level 3 or higher PLUS one (1) Level 4 General Official or higher	2
	Note: Additional Stewards including Level 4 Officials can also be appointed to these Meetings.	
Clerks of the Course*	One (1) at Level 3 or higher PLUS two (2) Level 4 General Officials or higher	3
	Note: Additional CoC's including Level 4 General Officials can also be appointed to these Meetings.	
Chief Scrutineer	One (1) at Level 3 or higher	1
Scrutineers	Note: It is preferable to have at least One (1) additional Scrutineer at Level 4 or higher	
Timekeeper	One (1)	1

* Must have a clear understanding of the Start, Re-start, Race Stoppage and Race Finish Rules - Competition Rules, Chapter 1, Rules 22 – 26 if they are fulfilling the role of the Starter.

- c) Unless otherwise approved by KA, at all Meetings that, in accordance with General Rules, Chapter 6 require a Pro-forma Emergency Response Information Sheet to be prepared and available – (i.e. A Meeting with less than 100 Entries), the minimum number of essential Graded Race Officials is:

Official	Other Meetings with less than 100 Entries	Meeting Total
Chief Steward	One (1) at Level 3 or higher	1
Clerk of the Course/Steward #	One (1) at Level 4 or higher	1
Clerk of the Course*	At least One (1) a Level 3 or higher if more than 35 Entries Or At least One (1) Level 4 General Official or higher if less than 35 Entries	1
	Note: Additional CoC's including Level 4 General Officials can also be appointed to these Meetings.	
Chief Scrutineer	One (1) Level 4 General Official or higher	1
Timekeeper	One (1)	1

* Must have a clear understanding of the Start, Re-start, Race Stoppage and Race Finish Rules - Competition Rules, Chapter 1, Rules 22 – 26 if they are fulfilling the role of the Starter.

Note: In accordance with General Rules, Chapter 7, Rule 7 c), this can be the same person.

- d) At all Endurance Events, the Minimum number of essential graded Officials must be:

Official	Endurance Meetings	Meeting Total
Chief Steward	One (1) at Level 3 or higher (Level 2 is preferable)	1
Stewards	One (1) Level 4 General Official or higher	1
	Note: Additional Stewards including Level 4 Officials can also be appointed to these Meetings.	
Clerks of the Course*	One (1) at Level 3 or higher PLUS one (1) Level 4 General Official or higher	2
	Note: Additional CoC's including Level 4 General Officials can also be appointed to these Meetings.	
Chief Scrutineer	One (1) at Level 3 or higher	1
Scrutineers	Note: It is preferable to have at least One (1) additional Scrutineer at Level 4 or higher	
Timekeeper	One (1)	1
Pit Marshal	One (1) Level 4 General Official or higher	1
Refuelling Marshal	One (1) Level 4 General Official or higher	1

* Must have a clear understanding of the Start, Re-start, Race Stoppage and Race Finish Rules - Competition Rules, Chapter 1, Rules 22 – 26 if they are fulfilling the role of the Starter.

6 **Nomination of Officials**

- a) For Meetings at National level or higher:
 - (i) The Stewards, the Race Director and/or the Clerk of the Course, and the Chief Scrutineer shall all be appointed and approved by KA.
 - (ii) KA may, at its sole discretion, delegate the authority to appoint or approve Officials under clauses a) and b) to another body or entity.
- a) ~~The Stewards and the Clerk of the Course will be responsible to KA and nominated by the SKA. All Officials, other than the Stewards and Clerk of the Course, shall be appointed by the Organisers and approved by KA.~~
- b) For Meetings at State-level (or below):
 - (i) The Stewards and the Clerk of the Course will be nominated by KA or by the relevant State Karting Authority (SKA) and will remain responsible to KA.

All other Officials must be appointed by the Organiser and are subject to KA or SKA approval.

- b) ~~At any National or above level Meeting held within the territory of KA, the Stewards, Race Director and/or Clerk of the Course and Chief Scrutineer shall be appointed and approved by KA.~~
- c) ~~KA, in its sole discretion may delegate this authority to another body or entity.~~

7 **Plurality of Duties**

- a) At National level Meetings and State Championship Meetings plurality of duties of essential Officials is not permitted. At all other Meetings it is recommended that plurality of duties is not undertaken by any Official.
- b) **Other than in accordance with this Rule 7, General Rules Chapter 7 Rule 8b) and c) and 12 a) (xiv),** at no time may a Steward of the Meeting perform more than one duty.
- c) At a Club level Meeting, any other Official may act as a Steward for the purpose of the conduct of a Steward's Hearing provided that the Chief Steward shall perform the duties of Chair for the Hearing. Such other Official must not be a Competitor who is directly affected by the decision of the Stewards.

8 **Separation of Duties**

- a) An Official shall not, at any Meeting, perform any duties other than those which are clearly attached to their appointment or appointments. An Official shall not be eligible to compete in any Competition at a Meeting at which they are acting as an Official, except as permitted by these Rules.
- b) At a Club level Meeting, a Competitor may act as an Official, except the Clerk of the Course, Chief Steward or Chief Scrutineer 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 and providing they possess the appropriate accreditation.
- c) At Club level Meetings, where there are less than 50 entries, a Competitor may act as any Official except Chief Steward or Clerk of the Course, providing they possess the appropriate accreditation.

9 **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.

10 **National Stewards Panel**

- a) The National Stewards Panel shall have the same authority as the Stewards with additional powers as outlined in this Rule.
- b) The National Stewards Panel will have extended powers to deal with any matters that arise between Meetings in accordance with these Rules.

- c) The National Stewards Panel may commence a Hearing upon referral to them by KA of any matter in accordance with the Rules.
- d) Three (3) Stewards shall be present at all Hearings conducted by the National Stewards Panel.
 - (i) At least one (1) member of the National Stewards Panel must be available to Chair any Hearing.
 - (ii) Should a member or members of the National Stewards Panel be unavailable, the remaining member or members of the panel will fill the position with another suitably qualified Steward.
- e) The National Stewards Panel may hear any matter in their absolute discretion at any time in accordance with the authority given to them by these Rules.
- f) The National Stewards Panel shall be empowered as follows:
 - (i) To conduct a Hearing or investigation into any matter as a result of a Meeting which was not able to be commenced or to be completed at the Meeting and that was referred to them by KA.
 - (ii) To conduct a Hearing or investigation into any matter that may constitute a breach of the Rules and that was referred to them by KA.

11 Chief Steward - Appointment, Authority and Accountability

a) Appointment

- (i) For each National level Meeting conducted under a KA Organising Permit, KA will appoint Stewards to form the Stewards Panel for the Meeting.
- (ii) For each State level Meeting conducted under a KA Organising Permit, KA or the relevant SKA will appoint Stewards to form the Stewards Panel for the Meeting.
- (iii) One Steward shall be designated as the Chief Steward of the Meeting.
- (iv) Where the appointed Chief Steward or their authorised substitute is unable to officiate at any time during the Meeting, the remaining members of the Stewards Panel shall appoint a temporary Chief Steward in accordance with General Rules, Chapter 7, Rule 12(c)(xiv).

b) Authority

- (i) The Chief Steward shall have full authority for the control, direction, and supervision of the Stewards Panel.
- (ii) The Chief Steward shall ensure that all proceedings are conducted in accordance with the Rules, including the Supplementary Regulations, and any directives issued by KA.
- (iii) The Chief Steward shall convene all Stewards' Hearings and insofar as it is possible, will ensure that all relevant evidence, submissions, matters of fact, mitigating or aggravating circumstances are properly considered before any decision is made.
- (iv) A quorum for a Stewards' Hearing shall consist of not less than two (2) Stewards, one of whom must be the Chief Steward or a Steward appointed to act as the Hearing Chair by the Chief Steward.
- (v) In the event of equality of votes among the Stewards, the Chief Steward or the Steward appointed to that role in accordance with General Rules, Chapter 7, Rule 11 b) (iv) shall have a casting vote.

c) Accountability

- (i) The Chief Steward shall ensure that all determinations of the Stewards are properly documented, signed, and communicated in the prescribed manner, and that records - including audio recordings of all Hearings and decisions are submitted to KA or the SKA for a State level Meeting in the required format.
- (ii) The Chief Steward retains ultimate responsibility for the actions and decisions of the Stewards acting collectively as a body.

- (iii) If a decision cannot be delivered immediately after a Hearing, the parties must be advised of the time and place at which the decision will be given.
- (iv) The Stewards and/or the Clerk of the Course may utilise an Officials/Stewards Secretary to assist with administrative documentation at the Meeting.

Interpretive Note:

This Rule establishes the Chief Steward as the senior judicial authority at an Event. It ensures clear lines of responsibility, procedural consistency, and accountability for all Stewards' activities conducted under the Rules of Karting Australia.

11 Appointment of Chief Steward of a Meeting

- a) When KA has appointed one or more of the Stewards, such Steward, or if more than one has been appointed by KA, a Steward appointed from that group shall act as the Chief Steward.
- b) In the case of equality of votes amongst all the Stewards, 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 and/or Clerk of the Course may use an Officials secretary to complete paperwork at a Meeting.

12 Authority of the Stewards of the Meeting

- a) The Stewards are not in any way responsible for the Organising of the Event and in carrying out their duties do not incur any responsibility other than to KA and in the case of State level Meetings and below, to the SKA that issued the Organising Permit for the Event.
- b) The Stewards shall officiate as a body under the authority of the Chief Steward appointed in the Supplementary Regulations, or as otherwise provided in any applicable Rule, including but not limited to General Rules, Chapter 7, Rule 11.
 - (i) A Steward shall not conduct a Stewards' Hearing, or make a determination to vary, amend, or otherwise alter a Penalty imposed by way of an Infringement Notice or Penalty Notification, acting alone.
 - (ii) All decisions of the Stewards shall be made collectively and recorded in accordance with the procedures prescribed in the Rules.

Interpretive Note:

This Rule ensures that all determinations and Hearings conducted by the Stewards are made through collective deliberation under the direction of the Chief Steward. It upholds procedural fairness, consistency in decision-making, and the integrity of judicial processes within the sport.

- c) The Stewards of the Meeting shall have authority to enforce compliance with the Rules which, for the sake of clarity includes - all the provisions of the Karting Manual (the National Competition Rules), all KA Policies, Schedules and Appendices, including but not limited to the Homologation Documents, Sporting Regulations, applicable State Regulations, Supplementary Regulations, Addendums, Further Supplementary Regulations, Bulletins, Instructions, Drivers Briefing documents and notes, Communicable Disease Directions and the ISC, including the Supplementary Regulations any Addendum's and Bulletins issued, 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 Licence Holder be imposed by 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) Disqualify from one or more Competitions or for the duration of the Meeting any Licence Holder 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) Disqualify from the Track and its precincts any Licence Holder 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) 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 the Chief Steward or any Steward or Stewards not able to perform their 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.
- (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.

13 The Stewards of the Meeting to Report

- a) As soon as practicable, but no later than twenty-four (24) hours after the conclusion of a Meeting, the Stewards must with the assistance of information provided by the Clerk(s) of the Course and the Chief Scrutineer, complete the Stewards Action Lists in KOMP (the "Stewards Report"). The Stewards Report must include, for each item in the Stewards Action List in KOMP the total number of Notices, Forms and Hearings for each day of the Meeting and a brief summary of the identifying details of each of the cases recorded**:
- (i) All Infringement Notices issued and accepted;
- (ii) All Infringement Notices issued that resulted in a Stewards Hearing having been convened;
- (iii) All Notice of Protest Forms lodged in accordance with the Rules;
- (iv) All Stewards Hearings convened;
- (v) All Penalty Notification Forms (Judge of Fact decisions) issued;
- (vi) All Notices of Intention to Appeal Forms lodged, and the Appeal Fees received, in accordance with the Rules. These must be reported in the Stewards Report in KOMP, and all related documentation and fees must be submitted:
 - a. to KA for a National level Meeting; or
 - b. to the SKA for a State level Meeting.
- (vii) All Significant Incident Report Forms;
- (viii) All Injury Report Forms Identifying a Significant Injury;
- (ix) All Patient Injury Summary Forms.

**** The Notes section in KOMP for each applicable item in the Stewards Action List must include the total number of each group listed above and a reference to the identifying details of each case - for example: 'KA3 Junior – Heat 1 – Kart #10'.**

- b) The Stewards Report must also include:
 - (i) General comments from the Stewards on the organisation of the Meeting;
 - (ii) Observations on the exercise of their powers; and
 - (iii) Any other matters concerning the conduct of the Meeting which, in their view, should be brought to the attention of KA and/or the SKA, as the permit-issuing authority.
- c) For a National level Meeting, all judicial paperwork - whether or not it is referenced in the Stewards Report - must be sent to KA within five (5) business days of the conclusion of the Meeting.
- d) For a State level Meeting, all judicial paperwork - whether or not it is referenced in the Stewards Report - must be sent to the SKA within five (5) business days of the conclusion of the Meeting.
- e) Under no circumstances is the Stewards Report or any associated judicial documentation to be left in the possession of the Organising Club or the Meeting Organisers.

14 Powers of KA following the Stewards of the Meeting' Report

- a) If it appears to KA from the Stewards 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.

15 Duties of the Race Director

- a) A Race Director will be a suitably qualified person appointed by KA to the National Championship, National Series and/or National Cup level Meetings whose responsibility it is to maintain continuity of sporting activity management at the Event.
- 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 Races, **adherence to the timetable and if they deem it necessary, make any proposal to the Stewards to modify the timetable in accordance with the Rules.**
- c) The Race Director shall direct the Clerk of the Course as may be appropriate.
- d) The Race Director shall have specific responsibility to:
 - (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 they deem that it would be dangerous to continue them, and ensure that any new start is given in accordance with the Rules.
 - (iii) Authorise or conduct the Start procedure.
 - (iv) Conduct the briefing.
- e) If it necessary for their duties to differ from the above, these duties will be set out in the relevant Sporting Regulations and/or Supplementary Regulations.
- f) Race Director shall be Judge of Fact as to: Breach of General Rules Chapter 4 Rules, 14 and 20, and Competition Rules, Chapter 2, Rule 4 c) (ii), and 4 m).

16 Duties of the Clerk of the Course

- a) **If a Race Director has been appointed to a National Championship, National Series and/or National Cup level Meeting, the Clerk of the Course will work in permanent consultation with them.**

- (i) The Race Director shall have over-riding authority in the matters specified in General Rules, Chapter 7, Rules:15 a), b), c) and d).
- b) In the case of a Meeting comprising several Competitions there may be a different Clerk of the Course for each Competition.
- c) The Clerk of the Course is responsible for the general conduct of the Meeting in accordance with the Rules, Timetable Supplementary Regulations, Program and Organising Permit, and, in particular, shall:
 - (i) At a State level meeting, exercise the authority of a Race Director as prescribed in General Rules, Chapter 7, Rules:15 a), b), c) and d).
 - (ii) 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:~~
 - (iii) Ensure that all Officials are provided with the information and equipment necessary for carrying out their duties.
 - (iv) Before the commencement of untimed practice / Competition, instruct the drivers of:
 - a. the ambulance/medical transport vehicle on the unique demands and requirements of operating a medical transport vehicle in a karting track environment in accordance with General Rules, Chapter 6, Rule 3 a) (iv); and
 - b. the MRV on the safe operation of the MRV inside the Circuit in accordance with General Rules, Chapter 4, Rule 19,c).
 - (v) Control Licence Holders and their Karts and prevent any ineligible Licence Holder or Kart from taking part.
 - (vi) Send the Karts to the start in their right order and, if necessary, start them.
 - (vii) Convey to the Chief Steward of the Meeting any proposal to modify the ~~timetable or the~~ programme.
 - (viii) Convey to the Chief Steward of the Meeting any report that deals with the misbehaviour of, or breach of Rule by, a Licence Holder.
 - (ix) Receive Protests from Licence Holders and immediately transmit them to the Stewards.
 - (x) Provide the information necessary to enable the Chief Steward of the Meeting to compile their report.
 - (xi) Obtain the approval from the Chief Steward of the Meeting to commence practice / Competition/s.
 - (xii) Constantly liaise with the Stewards in order to ensure the smooth running of each Event.
 - (xiii) Collect the reports of the ~~First Aid Personnel~~ Medical Officer for delivery to the Stewards.
- d) One or more Clerks of the Course may be appointed to occupy posts along the Track. They shall immediately report by any means at their disposal all incidents and accidents which occur on the section of the Track for which they are responsible.
 - (i) The Clerk of the Course may request a written report of ~~any~~ all incidents noticed by the Clerks of the Course occupying posts along the Track.
 - (ii) The Clerk of the Course will ensure that ALL Significant Incidents are recorded and reported using the Significant Incident Report form - <https://www.karting.net.au/administration/forms/>
- e) Clerks of the Course shall be Judge of Fact as to: Breach of General Rules Chapter 4 Rules, 14 and 20, and Competition Rules, Chapter 2, Rule 4 c) (ii), and 4m).

17 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 shall assist the Clerk of the Course in the preparation of the information required for the Stewards Report.

18 Duties of the Chief Timekeeper and Timekeepers

- a) The duties of Chief Timekeeper shall include:
- (i) At the commencement of the Meeting to report to the Clerk of the Course for instructions.
 - (ii) To start the timing of Competitions if so instructed by the Clerk of the Course.
 - (iii) To use the timing equipment in accordance with the Rules.
 - (iv) To oversee the timing of each Competition in accordance with the Rules.
 - (v) Declaration of times taken in order to compile the results of each Competition.
 - (vi) To prepare and sign timing reports and to send them, with all necessary supporting documents, to the Clerk of the Course.
 - (vii) To send on request their original time sheets either to the Stewards or to KA.
 - (viii) To communicate any times or results only to the Stewards and the Clerk of the Course or in accordance with their instructions.
- (ix) **Chief Timekeeper shall be Judge of Fact as to**
- a) Confirm and register times and results as are appropriate.**
 - b. Breach Competition Rules, Chapter 1, Rule 10 a);**
 - c) Breach of Competition Rules, Chapter 2, Rule 4 c) (ii).**

19 Duties of Chief Scrutineer and Scrutineers

- a) The Chief Scrutineer and Scrutineers are generally responsible for ensuring compliance of each Kart and associated equipment including apparel with the Rules.
- b) The functions of Chief Scrutineer, Scrutineers, Fuel Tester, Scale Marshal, Tyre Tester and Noise Control Marshal may be combined at the discretion of the Chief Scrutineer.
- c) The responsibilities of the Chief Scrutineer shall include:
- (i) Make inspections before, during or after a Meeting.
 - (ii) At the commencement of a Meeting report to the Clerk of the Course.
 - (iii) Use only such measuring instruments and/or procedure as may be specified or approved by KA or as deemed necessary by the Chief Scrutineer to determine compliance.
 - (iv) Communicate official information only to KA, the Organisers, the Stewards and the Clerk of the Course.
 - (v) Prepare the relevant information from their inspections and forward to the Stewards or the Clerk of the Course as may be appropriate.
 - (vi) **The Chief Scrutineer shall be Judge of Fact and will determine any breach of:**
 - a. Australian Kart Formula Rules 5, 6, 7, 8 a), b), c), d), e), f);**
 - b. Parc Fermé Rules, including Competition Rules, Chapter 2, Rule 4 m);**
 - c. Unauthorised entry into Parc Fermé;**
 - d. Engine and Chassis Sealing Rules;**
 - e. Tyre Rules;**
 - f. Noncompliance on the grounds of safety.**
 - g. Technical Conformity Testing (Technical Rules, Chapter 6 Rule 3 d)**
 - h. General Rules Chapter 4 Rules, 14 and 20**

20 Duties of Flag Marshals / Safety Light Operator

- a) Flag Marshals / Safety Light Operators are Officials appointed to give signals by flags and/or lights to the Competitors in accordance with the signals described in these Rules and consistent with the instructions of the Clerk of the Course and/or the Race Director.

b) The Flag Marshals / Safety Light Operators shall be a Judge of Fact as to breaches of Competition Rules, Chapter 2 Rule 4 c) (ii).

21 Duties of Judges

- a) The Judges of Fact at each Meeting are the Clerk of the Course, Race Director, Starter, Chief Timekeeper Scale Marshal, Fuel Tester, Tyre Tester, Grid Marshal, Noise Control Marshal, Flag Marshall/Safety Light Operator and Chief Scrutineer.
- b) Any other Judges of Fact will be specified in the Supplementary Regulations any Addendum's and Bulletins issued.
- c) Each Judge may have an assistant or assistants appointed to assist them, or in the case of absolute necessity, to replace them but in the event of disagreement, the final decision shall be given to the Judge of Fact themselves.
- d) A Judge of Fact has the responsibility of determining if a 'fact' – an incident, act, action, event or circumstance has happened.
- e) 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, one of several judges of fact shall be approved by the Stewards, upon proposal of the Organiser, to be responsible for one or several of these decisions.
- f) Summary of Judge of Fact Duties (*below*).

	Judge	Facts to be Determined & that are not Subject to Protest or Appeal	
General Rules Chapter 4	Race Director, Clerk of the Course, Chief Scrutineer, and Scrutineers	Rule 14 (a) (b)	Smoking, Vaping, and use of Welding Equipment, Angle Grinders and Open Flame Devices
		Rule 20	Kart on Trolley
Competition Rules Chapter 2	Clerk of the Course, Race Director	Passing Under Yellow Flag/Light	
		Rule 4 (c) (ii)	Overtaking under yellow flag/light conditions
		Breach of Parc Fermé Requirements	
		Rule 4m (v) (vi) (vii) (viii)	End of Race – Parc Fermé Conditions and return directly to Parc Fermé
Competition Rules Chapter 3	Clerk of the Course, Race Director	Use of Track – Exceeding Track Limits	
		Rule 3 (b) (i) (ii)	Kart leaving the track, gaining positions or advantage.
		Rule 3 (c)	Kart exceeding Track Limits may be penalised
Competition Rules Chapter 2	Chief Scrutineer	Breach of Parc Fermé Requirements	
		Rule 4 n) (v) (vi) (vii) (viii)	End of Race – Parc Fermé Conditions and return directly to Parc Fermé

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Competition Rules Chapter 1	Chief Timekeeper	Rule 10 a)	Non-functioning timing transponder	
Competition Rules Chapter 2		Passing Under Yellow Flag/Light		
General Rules Chapter 7		Rule 4 (c) (ii)	Overtaking under yellow flag/light conditions	
		Timing of Competitions		
		18 (a) (v)	Declaration of times taken in order to compile the results of a Competition	
	18 (a) (ix)	Confirmation and register of times and results from a Competition		
Competition Rules Chapter 1	Starter	Starting and Ending of Race/Session Breach of Parc Fermé Requirements		
Competition Rules Chapter 2		Rule 22, 26	Starting a Race – Breach of any of the provisions of Rule 22 or 26	
		Rule 4 m)	End of Race – Parc Fermé Conditions and return directly to Parc Fermé	
Competition Rules Chapter 1	Grid Marshal, Clerk of the Course	Marshalling and Controlling Karts until they are “in the Starter’s Hands”		
		Rule 14 a), b)	Restarting a Kart that failed to start before reaching the Baulk Line	
		Rule 21 i)	1 Lap to clear the grid after the first kart has crossed the Baulk Line	
		Rule 21 l)	Closing the grid gate when 1 lap has elapsed in accordance with Rule k)	
		Rule 21 j)	Drivers leaving the grid in an orderly manner	
Technical Rules Chapter 5		Rule 7 f)	Starting a kart engine in the out grid	
General Rules Chapter 7 Rule 19 (c) vi)	Chief Scrutineer	Australian Kart Formula (Technical Rules Chapter 1)		
		Rule 5	Ballast	
		Rule 6	Materials	
		Rule 7	Specific Non-permitted Items	
		Rule 8 a)	Chassis – Frame	
		Rule 8 b)	Chassis – Seat	
		Rule 8 c)	Chassis – Wheels and Axles	
		Rule 8 d)	Chassis – Maximum Dimensions	
		Rule 8 e)	Chassis – Wheelbase	
		Rule 8 f)	Chassis – Track Width	
General Rules Chapter 4	Parc Fermé			
	Rule 11 a) (iii)	Parc Fermé Rules		
	Rule 11 a) (iv)	Unauthorised entry into Parc Fermé		
Technical Rules Chapter 1	Safety			
	Generally, and Rules 2, 4	Non-compliance on the grounds of safety		

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Technical Rules Chapter 6	Chief Scrutineer	Scrutineering and Technical Conformity	
		Rule 1 c) (viii) Rule 6	Engine and Chassis Sealing Rules
		Rule 1d	Non-compliance on the grounds of safety
		Rule 3 d (i)	Removal of an item in Parc Fermé without approval of the Chief Scrutineer
Technical Rules Chapter 4 and 6	Chief Scrutineer	Tyres	
		Tyre Testing	Tyre Rules
Technical Rules, Chapter 3	Fuel Tester / Chief Scrutineer	Fuel Testing	
		Rule 6	To ensure all Fuel conforms to the requirements of a KA permitted fuel
Technical Rules, Chapter 6	Tyre Tester / Chief Scrutineer	Tyre Testing	
		Rule 14	To ensure all Tyres are used as supplied and without the use of illegal agents or solvents
General Rules Chapter 7	Scale Marshall / Chief Scrutineer	Responsible for weighing and recording the weight of each of the Karts and Drivers	
		Rule 25 b)	Judge of Fact as to measure the weight of any Kart and Driver at the completion of any section of any Event
General Rules Chapter 8	Judges as specified in Rule 21 a)	Monitoring compliance with unauthorised wearing of uniforms	
		Rule 5 n) m)	To ensure that only Licenced Officials wear KA Uniforms at a Meeting
Technical Rules Chapter 5	Noise Control Marshall / Chief Scrutineer	Monitoring Engine Starting in the Paddock	
		Rule 7 e)	To ensure that a Kart engine does not exceed the maximum permitted starting time of 10 seconds while in the Paddock. To ensure that Kart engines are not started other than in a permitted area.
		Rule 7 a)	To ensure that a Kart engine is not started in contravention of the Supplementary Regulations
General Rules Chapter 7		Monitoring and reporting on noise levels of all Karts	
		Rule 28	Noise level recorded by any individual Kart must not exceed the maximum permitted level specified in Technical Rules, Chapter 5 Rule 2 or Supplementary Regulations.

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Technical Rules Chapter 1	Front Fairing Official / Chief Scrutineer	Front Fairing Fitment – Championship Level	
		Rule 8 g) (iii)	Correct fitment of the front fairing at the end of a Race
Competition Rules Chapter 2	Flag Marshall, Safety Light Operator	Rule 4 (c) (ii)	Passing under Yellow Flag/Lights

- g) No Protest or Appeal may be made against the decision of a Judge of Fact 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 a Competition.
- h) The Stewards may use any video or electronic systems to assist them in reaching a decision.
- i) If any Judge considers that they may have made a mistake they may correct it, subject to this correction being accepted by the Stewards.
- j) The Judges of Fact must be named and their names displayed in the Supplementary Regulations and/or on the official notice board.

22 Duties of the Starter

- a) To signal the start of Competition in accordance with Competition Rules, Chapter 1 Rule 22 and in a manner that is fair for all Drivers.
- b) To signal Drivers with flags and boards as required by these Rules.
- c) Signalling the end of a Competition.
- d) To report to the Stewards, and/or Clerk of the Course any Licence Holder whose conduct, before the commencement of the Race, is considered by them to not be satisfactory.
- e) **The Starter shall be a Judge of Fact and will determine any Driver who:**
 - (i) is in breach of Competition Rules, Chapter 1 Rule 22; or
 - (ii) After having been shown the Chequered flag and then having cleared the finish line, does not proceed directly to Parc Fermé in accordance with Competition Rules, Chapter 2 Rule 4 m).

23 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.

24 Duties of the Grid Marshals

- a) The Grid Marshal 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.
- b) **The Grid Marshal shall be Judge of Fact and will determine any Driver who is in breach of:**
 - (i) Competition Rules Chapter 1 Rule 14 a) and b)
 - (ii) Competition Rules Chapter 1 Rules 21 i), 21 l) and 21 j)
 - (iii) Technical Rules Chapter 5 Rule 7 e)

25 Duties of the Scale Marshal

- a) The Scale Marshal shall be responsible to the Chief Scrutineer.
- b) The Scale Marshals shall be responsible for weighing and recording the weight of each of the Karts and Drivers in accordance with these Rules.
- c) All Drivers must weigh to the scales of the day.
- d) Should a Driver fail their first test they may request one (1) additional test.
- e) **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.**

26 Duties of the Tyre Tester

- a) The Tyre Tester shall be responsible to the Chief Scrutineer.
- b) **The Tyre Tester shall be a Judge of fact and will determine compliance by a Competitor with Technical Rules, Chapter 6 Rule 14.**

27 Duties of the Fuel Tester

- a) The Fuel Tester shall be responsible to the Chief Scrutineer.
- b) **The Fuel Tester shall be a Judge of Fact and will determine compliance by a Competitor with Technical Rules, Chapter 3 Rule 6.**

28 Duties of the Noise Control Marshal

- a) The Noise Control Marshal shall be responsible to the Chief Scrutineer.
- b) The Noise Control Marshall shall be Judge of Fact and will determine any Driver who is in breach of
 - (i) The noise level recorded by any individual Kart and compliance with Technical Rules Chapter 5, Rule 5 d).
 - (ii) Technical Rules Chapter 5, Rules 7 a) and 7 e).
- c) The Noise Control Marshall shall be responsible for monitoring and reporting on noise levels of all Karts in accordance with these Rules.

29 Duties of the Race Prosecutor

- a) KA and each SKA 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. Refer to the policy document, available from the National Office or at www.karting.net.au.

30 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 SKA may appoint one or more State Prosecutors. The State Prosecutors principal role is to act on the instructions of the SKA and appear on its behalf in Disciplinary Tribunals and Appeal Tribunals, as their Advocate. Refer to the policy document, available from the National Office or at www.karting.net.au.
 - (ii) State Tribunal Registrar:
 - Each SKA 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 the policy document, available from the National Office or at www.karting.net.au

31 Officials Training and Senior Officials Co-Ordinators

- a) Each SKA shall be responsible to conduct face to face or online Race Officials training in accordance with the KA curriculum for Event Control – Steward, Event Command – Race Management and/or Scrutineer – Technical at least once a year.
- b) An Official residing close to State borders may attend an accreditation course in either State.
- c) Unless otherwise approved by KA, each SKA must appoint a State Officials Coordinator and a State Technical Officer both of whom must:
 - (i) Have held a minimum Level 2 Officials Licence for at least two (2) years immediately prior to their appointment; and
 - (ii) Possess most, or all of the preferred skills and qualifications required for the role; and
 - (iii) Be capable of fulfilling the responsibilities outlined in Appendix 7 to these Rules.
 - 1) A State Officials Coordinator must be able to officiate as a Clerk of the Course and/or Chief Steward at a Meeting in their own State.
 - 2) A State Technical Officer must be able to officiate as a Chief Scrutineer at a Meeting in their own State.
- d) It is highly recommended that each SKA appoints a State Training Officer who possess most, or all of the preferred skills and qualifications required for the role and be capable of fulfilling the responsibilities outlined in Appendix 7 to these Rules.
 - (i) If a SKA does not appoint an individual to this role, the associated responsibilities, preferred skills, and qualifications for this position are recommended to be incorporated into the Position Descriptions of the State Officials Coordinator and/or the State Technical Officer.

32 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 accreditation procedures are available from the National Office or at 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 National Officials Coordinator or the relevant SKA and State Officials Coordinator.

33 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, and/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 and/or the National Officials Coordinator by prior arrangement.
- b) Upon recommendation from the relevant State Officials Coordinator or State Technical Officer, an SKA may elect to, downgrade an Official for an indefinite or specified period of time, or 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 SKA.
- c) KA may elect to downgrade, suspend or revoke an Officials Licence if, in its absolute discretion, it considers that the official has failed to perform their duties in accordance with Rule 32 a) or upon receipt of a recommendation by the relevant SKA, or the National Officials Coordinator or the National Technical Commissioner 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, suspension or revocation of the Official's Licence. Upon receipt it will be referred to the KA Tribunal for determination.
- g) The process of downgrading an Official's Licence as a result of failure to successfully officiate at the required number of Meetings to retain their current licence grading will automatically take place unless prior arrangements have been made with the State Officials Coordinator and/or the National Officials Coordinator. This process is not subject to protest or appeal.
- h) When an Officials Licence is downgraded the process to upgrade must begin from the level downgraded to, unless otherwise instructed by KA.
- i) When an Officials Licence is Suspended or revoked for more than two (2) months, the process to upgrade must begin from the level downgraded to, unless otherwise instructed by KA.

Offences

1 Breaches of the Rules

- a) An individual under the jurisdiction of these Rules, upon allegation of breaching any Rule, is subject to adjudication and if the allegation is found to be proved, will be penalised by the appropriate Judicial Bodies, in accordance with the Rules.
- b) Unless stated otherwise, offences or infringements are punishable, whether they were committed intentionally, carelessly or through negligence.
- c) Attempts to commit offences or infringements are also punishable.

2 Extent of Jurisdiction

- a) A Judicial Body shall have jurisdiction to conduct a Hearing and/or to make a determination in accordance with the Rules into any alleged breach of the Rules.

3 Responsibility for Offences

- a) A person will be liable for a breach of the Rules if a Judicial Body determines 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. (Refer to General Rules Chapter 1 Rules 5 G, H (iii).)

4 Application

- a) These Rules apply to anything done or not done by any Competitor, Driver, Licence Holder, Member, Participant or any other person bound by these Rules.
 - (i) on any land occupied or used by any Kart Club
 - (ii) at any temporary Circuit
 - (iii) at any Meeting of any Kart Club, SKA, KA, Karting Tribunal, Judicial Body or motor sport appeal Court
 - (iv) in connection with any Karting Competition
 - (v) having a nexus to Karting.

5 Offences of Ordinary Misconduct and Serious Misconduct (General Rules)

Misconduct: Refers to inappropriate, improper, unsanctioned or unsportsmanlike behaviour exhibited by an individual that does not comply with the Rules, guidelines, or standards set by KA and that may result in potential harm or disrespect towards others and/or the sport of karting, and/or KA and/or a SKA and/or a Club. Misconduct is categorised into two levels of severity:

- **Ordinary misconduct** constitutes offences that are graded as being low or medium level.
- **Serious misconduct** constitutes offences that are graded as being high or serious level. They may entail deliberate and/or wilful behaviour that is improper and/or intimidatory, and/or

unacceptable and/or disrespectful, and/or that causes risk to the reputation of karting and/or to the health and safety of a person. Serious misconduct includes but is not limited to assault, theft, wilful and/or serious damage of someone else's property, severe or extreme abuse of an Official, assault of an Official or a Licence holder.

When misconduct is observed, reported or experienced, the responsibility lies with all Officials to deal with it in accordance with the Rules. Refer to the Guidance Notes at the start of "General Rules Recommended Minimum Penalties" (General Rules, Chapter 9) Officials can decide to follow either of two options in bring a charge for an alleged offence.

- **OPTION 1:** Charge a Licence Holder with the General Rules Offences of Ordinary Misconduct or Serious Misconduct, using the specific Offence description in the Rules to support the charge.
- **OPTION 2:** Charge a Licence Holder with the specific Offence including the full Rule Number (Section, Chapter, Rule, Sub-rule) listed below (Rule 5 a) through 5 v) along with a description of what constituted the Offence.

Specific 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.
- (ii) A person must not carelessly or intentionally make physical contact, which includes any type of assault, with an Official, except in self-defence.

b) Alcohol and Prohibited Substances

- (i) Each Licence Holder, Member, Pit Crew, Official, employee and contractor of KA are required to comply with the provisions of the following Policies, details of which can be found at www.karting.net.au.
 - KA Anti-Doping Policy - The control of prohibited substances is regulated by KA's Anti-Doping Policy
 - KA Alcohol Policy - The consumption of Alcohol is regulated by KA's Alcohol Policy
 - KA Breath Alcohol Testing Policy - Breath Testing for Alcohol is regulated by KA's Breath Alcohol Testing Policy.
- (ii) Tests may be carried out on persons at any time during any activity undertaken under the control of an Organising Permit.
- (iii) A Licence Holder, Member, Pit Crew or Official who, in the opinion of the Stewards, is affected by alcohol, medication, drugs or any other cause will be Disqualified from the Meeting. The Minimum penalty for unauthorised use of medication or other item is Disqualification from the Meeting.

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) A person has breached this Rule if that 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.
- 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 including but not limited to fines owing to KA and/or a SKA 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 (however given or transmitted) 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
- KA; or
 - a State Association; or
 - 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 KA, a State Association, a person authorised by KA, Motorsport Australia or the ISC to receive that information.
- m) Intimidation, Abuse and Threats
- (i) A person must not by words, acts, or omissions;
- Swear at, use profanities, obscene language towards, abuse, intimidate, or threaten an Official; or
 - Swear at, use profanities, obscene language towards, abuse, intimidate, abuse or threaten any other person; or
 - After having been warned not to do so, act with Contempt towards an Official or a Hearing by wilfully disobeying a Warning and/or conducting themselves in an openly disrespectful, abusive, intimidating, or threatening manner towards the Official/s and/or a Hearing.

Explanatory Note

Acting with Contempt towards and Official, the Stewards and/or a Hearing is an act which has the tendency to interfere with or undermine the authority, performance, dignity or integrity of the Officials and/or a Stewards Hearing.

Examples include but are not limited to abusing or swearing at an **Official**; **Steward**; videoing or recording an Official or **Stewards** or witnesses or any party to a Hearing with a view to intimidation; refusing to leave a room, area, or location including the Stewards Room when directed; refusing to conduct themselves in an appropriately respectful manner in a Hearing.

- n) Misrepresentation
 - (i) A person must not either intentionally or unintentionally impersonate a Race Official or a person acting in the capacity of a Race Official's Assistant, by words or deeds or by wearing an Official's full uniform or shirt or vest, or jacket or pants or cap or high visibility vest at a Meeting,
- 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) Technical Ineligibility
 - (i) Definition: Eligible Karts are those complying with these Rules and the specific Class Rules in which the Kart is Competing. 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.
- s) Advertising, Signs and Writing
 - (i) A person must not breach the Advertising, Signs and Writing Rules.
- t) Social Media Policy and Acceptable Use Of Social Media Policy
 - (i) A person must not engage in conduct at any time that amounts to a breach of the KA Social Media Policy or the KA Acceptable Use of Social Media Policy.
- u) Misconduct
 - (i) Ordinary Misconduct
 - (ii) Serious Misconduct
- v) Front Fairing Replacement
 - (i) If it is found / proven that a Driver or a third party has attempted to refit or has successfully refitted, outside the Breakdown Lane during the Competition, a front fairing that was not correctly positioned, the Driver concerned will be disqualified from the Meeting.
This decision is not subject to appeal

Penalties

1 Applicable Penalties

- a) A Judicial Body may impose any of the 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 a Judicial Body has found a breach of the Rules, before imposing any Penalty of Disqualification, Suspension or Exclusion, they shall give the:
- (i) Licence Holder the opportunity to make submissions on Penalty, including any mitigating circumstances; and may give the
 - (ii) Clerk of the Course, Scrutineer or their representative, the opportunity to make submissions on the subject of Penalty.

3 Take into Account

- a) A Judicial Body should take into account the following factors before imposing any penalty:
- (i) Whether the Licence Holder made an early admission of a breach of the Rules or whether they found against the Licence Holder following a Hearing.
 - (ii) If the Licence Holder 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) Judicial Bodies may, but will not be obliged to, give reasons for the imposition by them of any penalty.

5 Multiple Penalties

- a) Judicial Bodies 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 a Judicial Body may impose any of the following Penalties:
- (i) Warning;
 - (ii) Reprimand;
 - (iii) Fine a Licence Holder:
 1. The Stewards may not impose a Fine greater than \$1,000
 - (iv) Deletion of a Driver's practice and/or qualifying lap/s;
 - (v) Deletion of a Driver's fastest Race lap time[s];
 - (vi) Relegate a Competitor or Driver:
 1. To the rear of a starting grid;
 2. By a number of starting grid positions;

3. To the rear of a starting grid with a time Penalty for a Race at the Meeting or at the next Meeting or Meetings.
 - (vii) 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;
 - (viii) Time penalty or Lap penalty;
 - (ix) Drive Through Penalty or Stop/ Go Penalty (Endurance Event only);
 - (x) 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;
 - (xi) Disqualify a Licence Holder from a particular section of an Event that has been completed; or from participating in a future section of an Event;
 - (xii) Disqualify a Licence Holder from an Event;
 - (xiii) Disqualify a Licence Holder from a Meeting;
 - (xiv) Recommend to KA or the National Judicial Commissioner or a Tribunal or the National Judicial Commissioner that a Licence Holder be Suspended;
 - (xv) 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 Licence Holder or following a Hearing. In the case of Suspension or Disqualification, the party concerned must be summoned to give them the opportunity of presenting their defence.

7 Explanation of Penalties

- a) Warning
- (i) A warning is given for:
 - A low-level offence that has not greatly advantaged or disadvantaged anybody but is one where the offender should have known better and when it is considered that it is not necessary to record the penalty on the Licence Holder's electronic licence page of the KOMP; or
 - When a person acts in an abusive, intimidating, threatening, disrespectful, disobedient, manner to a Steward or a Hearing.

Explanatory Note

In this case, a Warning is given by the Steward/s for the person to immediately stop their behaviour.

If the person does not then stop their behaviour, the Steward/s may charge the person with a breach of General Rules Chapter 8, Rule 5 m) by the issuing of an Infringement Notice and then, no less than 15 minutes later, proceed to hear the matter and apply a Penalty.

- b) Reprimand
- (i) A reprimand is generally given for a careless, low or medium grade breach of the Rules where the offender should have known better.
 - (ii) A reprimand is recorded on the Licence Holder's electronic licence page of the KOMP.
 - (iii) A Licence Holder who has three (3) or more reprimands recorded on their 'electronic licence page' of the KOMP in a twelve (12) month period will be automatically Suspended for a period of three (3) months from the date of the third Reprimand.

- c) Points Penalty
 - (i) A points penalty only changes the points allocated to the penalised Licence Holder's 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 Licence Holder's in the Competition.
- d) Disqualification from that section or the next section of the Event
 - (i) Disqualifies the Licence Holder from any entitlements (points / placing) for that section of an Event only.
- e) Disqualification from the Event
 - (i) Disqualifies the Licence Holder 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 /Divisions) at that Meeting.
- f) Disqualification from the Meeting
 - (i) When a Licence Holder is Disqualified from a Meeting,
 1. the penalty is applied and takes effect immediately. The licence holder is not permitted to take any further part in that Meeting.
 2. the Licence Holder loses any points, placings or awards in all sections of Events (Classes) completed at that Meeting before the penalty of Disqualification was imposed.
 3. the Licence Holder forfeits any fees paid in respect of that Meeting.
 - (ii) An automatic Disqualification does not prevent the imposition of any additional penalty for the same offence.
 - (iii) A penalty of Disqualification does not prevent the Stewards from referring the matter to a higher Judicial Body for further penalty.
 - (iv) A penalty of Disqualification from a Meeting may be appealed in accordance with the Rules, however subject to General Rules Chapter 14, Rule 4 a), this will not alter the immediate application and effect of the penalty.
- g) Consequences of Disqualification
 - (i) For the purposes of Timekeeping, when a Licence Holder is Disqualified from a section of an Event, Disqualified from an Event or Disqualified from a Meeting, their relevant placing and points entitlements will be assumed by the relevant succeeding Licence Holder with all subsequent placing and points entitlements adjusted accordingly.
- h) Suspension
 - (i) A penalty of Suspension which is reserved for any Serious Offence, may only be imposed by:
 1. a Tribunal; or
 2. a Court (AMSAC) or
 3. the National Judicial Commissioner
 4. the Board; or
 5. the CEO (where satisfied that there is a risk to health and/or safety).
 - (ii) A penalty of Suspension shall entail the loss of any right that the License Holder may have had to participate in any capacity in any Competition or Karting Activity held within the territory of KA, Motorsport Australia or under any FIA approved agreement involving another ASN and will involve the forfeiture of the Entry fee.
 - (iii) Suspension shall render null and void an entry by or for the Licence Holder for any Competition which may take place during the term of such Suspension.

- (iv) Suspension of 12 months or more shall entail the loss of any right that the Licence Holder or Member may have had or has to hold any official or other position of whatsoever kind with a Club or an SKA for the term of such Suspension.
 - 1. Should the Licence Holder or Member hold any official or other position with a Club or a SKA at the time of Suspension, then the Licence Holder or Member shall automatically be deemed to have resigned from that official or other position.
 - (v) KA shall endorse any licence which has been Suspended accordingly.
 - (vi) When separate penalties of Suspension are imposed they shall be cumulative in effect.
 - (vii) International licence Suspension shall be implemented in accordance with the ISC.
 - (viii) If a suspension is imposed, the Licence holder must be advised that the period of Suspension commences immediately.
- i) Warned Off
- (i) A penalty of being Warned Off is reserved for any serious offence(s) that has resulted in the Suspension or Exclusion of a person, and that subject to General Rules, Chapter 9, Rule 15 (c), may only be applied by the KA CEO.
 - (ii) A person who has been Warned Off, for the duration of the period for which they are Warned Off is not permitted to:
 - 1) Enter a Circuit under the jurisdiction of a Club; or
 - 2) Be an office holder, official, member, employee or volunteer of any SKA, or Club or participate in the business of KA, or any SKC or Club.
 - (iii) If a person breaches subrule ii) 1) or 2), the Warned Off period imposed on that person must automatically restart from the most recent date of the breach, and the person may also be subject to further penalty.
 - (iv) In respect of any person who has been Warned Off, without limiting any other powers that they may have, the CEO has the power to:
 - 1) Refuse to grant any Licence to, or to register that person under these NCR's; or
 - 2) place a restriction on that person under the NCR's.
 - 3) confirm, adopt, or enforce any penalty or restriction imposed upon any person by the Stewards;
 - 4) Annul or alter any penalty incurred; and
 - 5) Publish any penalty or restriction imposed or any decision made by the CEO or the Stewards.
- j) Exclusion:
- (i) A sentence of Exclusion may only be imposed by a Tribunal, a Court or the Board.
 - (ii) A person or body shall be said to be Excluded when they have been definitively and permanently forbidden to take part in any Competition whatsoever.
 - (iii) Exclusion shall render null and void any previous Entry made by the person Excluded and shall entail the forfeiture of Entry fee.
 - (iv) Exclusion shall entail the loss of any right that the Licence Holder or Member may have had or has to hold any official or other position of whatsoever kind with a Club or a SKA.
 - (v) Should the Licence Holder or Member hold any official or other position with a Club or a SKA at the time of Exclusion, then the Licence Holder or Member shall automatically be deemed to have resigned from that official or other position.
 - (vi) KA shall endorse any licence which has been Excluded accordingly.
 - (vii) International licence Exclusion shall be implemented in accordance with the ISC.

- (viii) If Exclusion is imposed, the Licence holder must be advised that the Exclusion commences immediately.
- k) Drive Through Penalty
- (i) A Drive Through Penalty may only be imposed during an Endurance Event.
 - (ii) Drive Through Penalty means a Pit Lane drive through Penalty imposed by the Stewards in which a Kart is required to traverse Pit Lane and re-enter the Track without stopping. It shall not be the subject of Appeal.
 - (iii) Once a Drive Through Penalty is imposed on a Competitor by the Stewards, the Competitor must enter the Pit Lane at the next opportunity and without impeding another Competitor.
 - (iv) A pit board displaying a Competitors competition number and the words "Drive Through Penalty" will be displayed by an Official to signify that a Drive Through Penalty has been imposed.
 - (v) At the completion of the driving stint, the Driver who received the Drive Through Penalty must report to the Clerk of the Course or Stewards immediately.
 - (vi) A Competitor who fails to complete a Drive Through Penalty will be penalised with a Stop Go Penalty.
- l) Stop Go Penalty
- (i) A Stop Go Penalty may only be imposed during an Endurance Event.
 - (ii) Stop Go Penalty means a Drive Through Penalty with a further requirement for the Kart to be stationary in the Pit Bay for a designated period of time as determined by the Stewards and where no work or a Driver change is permitted. It shall not be the subject of Appeal.
 - (iii) A Green Flag with a red diagonal together with a pit board displaying a Competitors competition number will be displayed by an Official to signify that a Stop Go Penalty has been imposed.
 - (vii) At the completion of the driving stint, the Driver who received the Stop Go Penalty must report to the Clerk of the Course or Stewards immediately.
 - (iv) A Competitor who fails to complete a Stop Go Penalty will be penalised with an additional Stop Go Penalty.
- m) Computer Lap Penalty
- (i) A Computer Lap Penalty may only be imposed during an Endurance Event.
 - (ii) A Computer Lap Penalty means the subtraction of one (1) or more laps to the Competitors lap count as imposed by the Stewards. It shall not be the subject of Appeal.
 - (iii) At the completion of the driving stint, the Driver who received the Computer Lap Penalty must report to the Clerk of the Course or Stewards immediately.

8 **Penalty Notification - Judge of Fact Breaches**

- a) A Penalty Notification Form will be issued by the Steward to the effected Licence Holder when a breach of Rules is determined by a Judge of Fact decision.
- b) Penalties which are imposed by the Stewards as a result of a Judge of Fact decision may not be appealed **and are automatically applied.**
- e) ~~Non-Attendance to the Stewards by a Licence Holder within 30 minutes after being advised to do so, will result in the automatic issuing of the Penalty.~~

9 **Liability to Pay Fines and/or Costs**

- a) Any Licence Holder found to be in breach of these Rules will be responsible for the payment of any financial penalty imposed. In the event of non payment within the time specified in these Rules, the Licence Holder will be suspended by KA or the SKA from Participating in any Meeting until the fine is paid.

- b) Failure to pay a fine / costs within the prescribed time limit will result in interest becoming due and payable on the full amount of the fine / costs. Such interest shall accrue on a quarterly basis at the Cash Rate Target specified by the Reserve Bank of Australia from time to time increased by 9%.

10 Time for Payment

- a) Financial Penalties must be paid to KA or the relevant SKA 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 Licence Holder being Disqualified by the Stewards from any Meeting; and
 - (ii) immediate Suspension of the Licence Holder by KA while the financial penalty remains unpaid.

11 Allocation of Financial Penalties

- a) All financial penalties and all forfeited protest fees must be remitted to:
- (i) KA for all International, National Championship, National Series, National Cup and State Championship Meetings.
 - (ii) The SKA in which the Meeting was held for all other Meetings.
- b) Appeal fees from all International, National Championship, National Series, National Cup and State Championship events must be remitted to KA.
- c) Appeal Fees for all other events must be remitted to the relevant SKA.
- d) All fees payable to AMSAC must be remitted to Motorsport Australia.

12 Endorsement of Licence

- a) Whenever a Penalty is imposed on a Licence Holder and/or Driver by the Stewards, the details must be entered by the Stewards on the Licence Holder 'electronic licence page' of the KOMP.
- b) Any penalty varied or applied by the National Judicial Commissioner, a Tribunal or Court, must be altered on the Licence Holder "electronic licence page" of the KOMP by the relevant State Secretary after notification of the Penalty from the Judicial Body's findings.

13 Recommended Minimum Penalties

- a) Unless otherwise stated, the penalties listed in the Rules are Recommended Minimum Penalties. They may be applied by a Judicial Body.
- b) The Other Penalties listed in General Rules, Chapter 9, Rule 6 may be imposed in place of, or in addition to the Recommended Minimum Penalties outlined in the tables overleaf.

SCALE OF PENALTIES (Lowest [1] to Highest [19])

The numbers 1- 19 in the following table represent the Minimum Recommended Penalties to be applied for the Offences detailed in the table below.

The following Penalties May Normally be applied by a Judicial Body

Warning		Reprimand		Fine	
1 Warning		2 Reprimand [Recorded on KOMP]		3 Fine [Up to \$1,000 imposed by Stewards or up to \$3,000 imposed by other Judicial Bodies]	
Deletion of Fastest Laps					
4 – From Practice Deletion of Driver's fastest Practice Lap Time[s].		5 – From Qualifying Deletion of Driver's fastest Qual. Lap Time[s].		6 – From Race Deletion of Driver's fastest Race Lap Time[s].	
Place or Race Time Penalties					
7 – From Practice or Qual. Drop a Driver a specified number of grid positions for the first Race.		8 – From Race Drop a Driver a specified number of grid position for the next Race.		9 – From Race Drop a Driver a specified number of places in the Classification of the Race.	
10 – From Race Time Penalty of a specified number of seconds or minutes to a Driver's Race time.					
Points Penalty		Disqualification			
11 – From Race Deduct a specified number of Event/ Championship/Series points from a Driver.		12 – From Race Disqualification from that section of the event		13 – From Race Disqualification from the next section of the event.	
14 – From Meeting Disqualification from the Meeting.					
Referral to Another Judicial Body					
15 Referral to KA for a further penalty to be applied by a Judicial Body.		16 Referral to a Tribunal or the National Judicial Commissioner with a recommendation of Suspension.		17 Referral to the CEO (General Rules, Chapter 9 Rule 7 h) (i))	
18 Referral to KA with a recommendation of Exclusion.					
19 Warned Off [Can only be applied by the CEO]					

GENERAL RULES RECOMMENDED MINIMUM PENALTIES

Refer to Appendix 6 – “Determining if an Action is an Offence and Grading an Offence”

Guidance Note: Officials and/or Judicial Bodies can elect to:

1. Charge a Licence Holder with the General Rules Offences of Ordinary Misconduct or Serious Misconduct, using the specific Offence description in the Rules to support the charge, OR
2. Charge a Licence Holder with the specific Offence including the full Rule Number (Section, Chapter, Rule, Sub-rule) along with a description of what constituted the Offence (that would have formed the details of either of the Misconduct Offences (pt.1).)

STEP 1: In both circumstances, the Official[s] and/or the Judicial Bodies should apply the classification process – i.e.:

- Was the Offence Intentional or
- Was the Offence Careless?

STEP 2: The Offence is graded into one of four possible classifications - Low, Medium, High, or Severe.

STEP 3: Refer to the Penalty Table below and offer (at Infringement Notice Stage) or apply (at the Hearing stage) the prescribed penalty (at the completion of a Hearing to the Licence Holder).

OPTION 1 - Charge a Licence Holder with the General Rules Offences of Ordinary Misconduct or Serious Misconduct, using the specific Offence description in the Rules to support the charge.

Offence Description	Rule Number	Grading of an Offence for the Application of a Penalty			
		Low	Medium	High	Severe
Ordinary Misconduct					
Cadet or Junior	General Rules Chapter 8 Rule 5 u)				
Intentional					
Careless		Apply the Prescribed Penalty for the Specific Offence listed below.			
Senior or Adult					
Intentional					
Careless		Apply the Prescribed Penalty for the Specific Offence listed below.			
Serious Misconduct					
Cadet or Junior	General Rules Chapter 8 Rule 5 u)				
Intentional				Apply the Prescribed Penalty for the Specific Offence listed below.	
Careless					
Senior or Adult					
Intentional				Apply the Prescribed Penalty for the Specific Offence listed below.	
Careless					

table continued overleaf

GENERAL RULES RECOMMENDED MINIMUM PENALTIES

OPTION 2 - Charge a Licence Holder with the specific Offence including the full Rule Number (Section, Chapter, Rule, Sub-rule) along with a description of what constituted the Offence.

Offences of Ordinary Misconduct and Serious Misconduct included but are not limited to the following offences:

Actual Physical Contact of an Official		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 a)				
Intentional				14 +16	3 +14 +16
Careless		2	2 + 12	12 or 13	
Senior or Adult					
Intentional				14 +15	3 +14 +16
If there is a Health and Safety Risk presented					3 +14 +17
Careless		2	2 + 12	12 +16	
Actual Physical Contact		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 a)				
Intentional				14 +16	14 +16 Longer Suspension
If there is a Health and Safety Risk presented					14 +17
Careless		2+12 or 13	2 +12+13	14	
Senior or Adult					
Intentional				14 +16	14 +16 Longer Suspension
If there is a Health and Safety Risk presented					14 +17
Careless		2+12 or 13	2+12+13	14	
Advertising, Signs and Writing		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 s) General Rules Chapter 1 Rule 23				
Intentional		Sign Removed + 2	Sign Removed + 2 + 12		
Careless		Sign Removed	Sign Removed + 2		

table continued overleaf

GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Advertising, Signs and Writing		Low	Medium	High	Severe
Senior or Adult	General Rules Chapter 8 Rule 5 s) General Rules Chapter 1 Rule 23				
Intentional		Sign Removed + 2	Sign Removed + 2 + 12		
Careless		Sign Removed	Sign Removed + 2		
Alcohol and Prohibited Substances		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 b) (iii) Chapter 1 Rule 32, 33 Policy P11, P12	14 Disqualification from the Meeting + 16 Referral for Suspension [12 months]			
Senior or Adult					
Consumption of Alcohol prior to the end of all Competition on each day of an Event		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 1 Rule 32 d) Policy P11				
Intentional					14+16
Careless					14+16
Senior or Adult					
Intentional				14+16	14+16
Careless					14+16
Bribery		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 c)				
Intentional					At a Meeting 14+16
Careless					
Senior or Adult					
Intentional	General Rules Chapter 8 Rule 5 c)				At a Meeting 14+16 Other – 16 [12 months]
Careless					

table continued overleaf

GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Conduct Prejudicial		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 d)				
Intentional				15	15 Longer Suspension
Careless					
Senior or Adult					
Intentional				15	15 Longer Suspension
Careless					
Duty of Care - General		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 f)				
Intentional				12	14
Careless		2	2 + 8		
Senior or Adult					
Intentional				12 + 13	14 + 16
Careless		2	2 + 8		
Duty of Care – Temporary Structures		Low	Medium	High	Severe
Senior or Adult	General Rules Chapter 4 Rule 21 a)	Rectification Plus:			
Intentional or 2nd or subsequent Offence				2 + 3 [\$100]	2 + 3 [\$500]
Careless		1	1		
Intentional or 2nd or subsequent Offence	General Rules Chapter 4 Rule 21 b)			2 + 3 [\$100]	2 + 3 [\$500]
Careless		1	2		
Intentional or 2nd or subsequent Offence	General Rules Chapter 4 Rule 21 c)			2 + 13 [Until rectified or removed]	16
Careless		2	2 + 3 [\$100]		

table continued overleaf

GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Duty of Care – Temporary Structures		Low	Medium	High	Severe
Intentional or 2nd or subsequent Offence	General Rules Chapter 4 Rule 21 d)			2 + 13 [All Drivers operating from the Structure Until rectified or removed]	14 [All Drivers operating from the Structure]
Careless		2	2 + 3 [\$100]		
Intentional or 2nd or subsequent Offence	General Rules Chapter 4 Rule 21 e)			2 + 13 [Until rectified or removed]	14
Careless		2	2 + 3 [\$100]		
Entering Parc Fermé Without Permission		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 4 Rule 11a)				
Intentional or 2nd or subsequent Offence				3 [\$50]	3 [\$100]
Careless		1	2		
Senior or Adult					
Intentional or 2nd or subsequent Offence				3 [\$100]	3 [\$150]
Careless		1	2		
Fail To Attend a Hearing		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 g)				
Intentional				In Absentia Hearing + 3 [\$100]	
Careless				In Absentia Hearing + 3 [\$50]	
Senior or Adult					
Intentional				In Absentia Hearing + 3 [\$100]	
Careless				In Absentia Hearing + 3 [\$50]	
Fail to Pay Monies Owing		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 i)	Automatic Suspension until Money has been paid and accrual of interest if the money owed is a fine.Hearing at a Meeting:			
Senior or Adult					

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GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Fail to Give Evidence		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 h) Chapter 9 Rule 9	14 Hearing away from a Meeting: Suspension until they appear.			
Senior or Adult					
Failure to Obey an Official		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 j)				
Intentional				14	14+16
Careless		2+12 or 13	2+12 or 13		
Senior or Adult					
Intentional				14	14+16
Careless		2+12 or 13	2+12 or 13		
Failure To Wear a High Visibility Vest		Penalty			
Cadet or Junior	General Rules Chapter 4 Rule 12 (f)	2 and/or 3 [\$50]			
Senior or Adult					
Engine Running or Person Seated in Kart While kart is on Trolley		Penalty			
Cadet or Junior	General Rules Chapter 4 Rule 20	2 and/or 3 [\$100]			
Senior or Adult					
False Information		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 k)	Hearing at a Meeting: 14 + 16 [1 month] Hearing away from a Meeting: 16 [1 month]			
Senior or Adult		Hearing at a Meeting: 14 + 16 [3 months] Hearing away from a Meeting: 16 [3 month]			
Fraudulent Misrepresentation		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 l)	Hearing at a Meeting: 14 + 16 [6 months] Hearing away from a Meeting: 2 + 16 [6 months]			
Senior or Adult		Hearing at a Meeting: 2 +14 + 16 [12 months] Hearing away from a Meeting: 2 +16 [12 months]			
Front Fairing – Illegally Refitted or Attempted to be Refitted		Penalty			
Cadet or Junior	General Rules Chapter 8 Rule 5 v)	2 + 14			
Senior or Adult		2 + 14			

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GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Intimidation, Abuse and Threats		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 m)				
Intentional				14	14 + 16 [3 months]
Careless					
Senior or Adult		2 + 12	2 + 12 + 13		
Intentional				14	14 + 16 [6 months]
If there is a Health and Safety Risk presented					14 + 17
Careless			2 + 12 + 13		
Intimidation, Abuse and Threats of an Official		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 m)				
Intentional				14 + 16 [6 months (50% suspended)]	14 + 16 [6 months]
Careless		2 + 12	2 + 3 [\$100] + 14		
Senior or Adult					
Intentional				14 + 16 [6 months]	14 + 16 [12 months]
If there is a Health and Safety Risk presented					14 + 17
Careless			2 + 12 + 13		
Misrepresentation		Penalty			
Senior or Adult	General Rules Chapter 8 Rule 5 n)	First Offence: 2 Second and subsequent Offences: 2 + 3 (\$50)			
Smoking		Penalty			
Senior or Adult	General Rules Chapter 4 Rule 14 a)	First Offence: 2 Second and subsequent Offences: 2 + 3 [\$50]			

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GENERAL RULES RECOMMENDED MINIMUM PENALTIES					
Using a Welder, or Flame Producing Device		High		Severe	
Senior or Adult	General Rules Chapter 4 Rule 14 b)				
Intentional		2 + 3 [\$100]		2 + 3 [Up to \$1,000] + 13	
Social Media Policy and Acceptable Use of Social Media Policy (At a Meeting)		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 t)	Removal of offending post/s +			
Intentional				14 + 16 [1 month]	14 + 16 [3 months]
Careless		2	2 + 12 or 13		
Senior or Adult		Removal of offending post/s +			
Intentional				14 + 16 [6 months]	14 + 16 [12 months]
Careless	2	2 + 12 or 13			
Social Media Policy and Acceptable Use of Social Media Policy (Away from a Meeting)		Low	Medium	High	Severe
Should be dealt with in accordance with the Karting Integrity Framework					
Vilification (At a Meeting)		Low	Medium	High	Severe
Cadet or Junior	General Rules Chapter 8 Rule 5 o)				
Intentional				2 + 3 [\$100]	2 + 12 or 13
Careless		1	2		
Senior or Adult				2 + 14 + 16 [6 months]	2 + 14 + 16 [12 months]
Intentional					
Careless	2	2 + 12 or 13			
Vilification (Away from a Meeting)		Low	Medium	High	Severe
Should be dealt with in accordance with the Karting Integrity Framework					

COMPETITION RULES OFFENCES		
Offence	Rule Number	Penalty
Competition Numbers – Failure to Comply	Competition Rules Chapter 1 Rule 11	<i>Minor Ineligibility and rectified for the next Session</i>
Drivers briefing – failure to attend	Competition Rules Chapter 1 Rule 6	3 Fine [\$50]
Ducking head thereby impeding vision	Competition Rules Chapter 1 Rule 13	Official Practice at a Meeting: 13 Disqualification from the next practice session. Unless the offence occurred in the in the final Practice session - start from the rear of the grid in qualifying Qualifying or Race: 9 2 Place Penalty
Kart – Stopped on or obstructing the Track. Failure to remove kart to safety.	Competition Rules Chapter 1 Rule 15 b), d) e)	3 Fine [\$100]
Stalled Kart – Driver fails to exit	Competition Rules Chapter 1 Rule 15c	3 Fine [\$100] and/or 13 Disqualification from the next section of the Event
Licence – “P” Plate Use – Noncompliance	Competition Rules Chapter 4 Rule 21	1 Warning, and Rectification for the next Session
Restart (push start) during official Practice Qualifying/Race	Competition Rules Chapter 1 Rule 23	12 Disqualification from that section of the Event
Safety Apparel – Obligation to wear	Competition Rules Chapter 1 Rule 7	12 Disqualification for that section of the Event + Rectification for the next Session
Shaking hands with another Driver while driving	Competition Rules Chapter 1 Rule 13	3 Fine [\$100]
Removal of safety apparel in unprotected area.	Competition Rules Chapter 1 Rule 7	3 Fine [\$100]
Timing Transponder – Non-Compliance	<i>Competition Rules Chapter 1 Rule 10</i>	<i>12 Disqualification from that Section Of the Event</i>

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COMPETITION RULES OFFENCES		
STARTING PENALTIES – Rolling Starts		
Safe Orderly Exit of the Out Grid	Competition Rules Chapter 1 Rule 21 j)	12 Disqualification from that section of the Event or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Baulk line infringement	Competition Rules Chapter 1 Rule 22 k)	Mandatory DNS for that section of the Event
Rolling Start Procedure infringement (Unless otherwise specified herein.)	Competition Rules Chapter 1 Rule 22 d)(xiv)	10 Time Penalty [5 seconds]
Rolling Start Procedure Infringement (Partly crossing the Starting Lanes – 2 wheels)	Competition Rules Chapter 1 Rule 22 d)(xiv)	10 Time Penalty [3 seconds]
Rolling Start Procedure Infringement (Wholly crossing the Starting Lanes – 4 wheels)	Competition Rules Chapter 1 Rule 22 d)(xiv)	10 Time Penalty [5 seconds]
STARTING PENALTIES – Standing Starts		
Standing Start Procedure Infringement	Competition Rules Chapter 1 Rule 22 e) (iv), (vii), (viii)	10 Time Penalty [5 seconds]
RACE RESTART PENALTIES		
Race Restart Procedure infringement (Unless otherwise specified herein.)	Competition Rules Chapter 1 Rule 26	10 Time Penalty [5 seconds]
Race Restart Procedure infringement	Competition Rules Chapter 1 Rule 26 d) (v)	12 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Race Restart Procedure infringement (Partly crossing the Starting Lanes – 2 wheels)	Competition Rules Chapter 1 Rule 26 d) (x)	10 Time Penalty [3 seconds]
Race Restart Procedure infringement (Partly crossing the Starting Lanes – 4 wheels)	Competition Rules Chapter 1 Rule 26 d) (x)	10 Time Penalty [5 seconds]

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COMPETITION RULES OFFENCES

FLAG AND SAFETY LIGHT PENALTIES – Failure To Observe

Black flag	Competition Rules Chapter 2 Rule 4 j)	2 Reprimand + 12 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Black and Orange Disk flag/light	Competition Rules Chapter 2 Rule 4 k)	12 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Black and White Chequered flag/light [General]	Competition Rules Chapter 2 Rule 4 m) (iv) or (v)	During Official Practice at a Meeting 13 Disqualification from the next practice session. If the offence is the in the final Practice session - start from the rear of the grid in Qualifying. During Qualifying 7 Grid Position Penalty [2 Grid Positions] During a Race 8 Grid Position Penalty [2 Grid Positions]
Black and White Chequered flag/light [Parc Fermé Requirements]	Competition Rules Chapter 2 Rule 4 m) (ii), (vi), (vii)	Qualifying or Race: 12 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Black and White Chequered flag/light [In-Grid - Drivers to Remain Seated]	Competition Rules Chapter 2 Rule 4 m) (vi),	End of Qualifying 7 Grid Position Penalty [2 Grid Positions] End of Race 9 Place Penalty [2 Positions]
Blue flag/light [Allow overtaking kart/s to pass]	Competition Rules Chapter 2 Rule 4 e)	In Race: Shown Blue and Red Double Diagonal Flag
Blue and Red Double Diagonal flag/light [Move off the racing line, do not impeded other Drivers]	Competition Rules Chapter 2 Rule 4 h)	In Race: Black Flag

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COMPETITION RULES OFFENCES			
FLAG AND SAFETY LIGHT PENALTIES – Failure To Observe			
Red flag/light [Failure to slow down and cease racing, practice, or qualifying]	Competition Rules Chapter 2 Rule 4 f)	12 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Yellow flag/light [Failure to slow to a safe speed and signal]	Competition Rules Chapter 2 Rule 4 c)	Practice: 4 Deletion of the Driver's fastest Practice Lap time Qualifying: 5 Deletion of the Driver's fastest Qualifying lap Race: 10 Time Penalty [5 seconds]	
Yellow flag/light [Failure to maintain position]	Competition Rules Chapter 2 Rule 4 d)	Qualifying: 5 Deletion of the Driver's fastest Qualifying lap Race: 9 Place Penalty [2 places for every kart passed]	
CODE OF DRIVING CONDUCT PENALTIES (Competition Rules Chapter 3)			
Classification and Grading of Code Of Driving Conduct Offences STEP 1: Was the Offence Intentional or was the Offence Careless? STEP 2: The Offence is graded into one of four possible classifications – Low, Medium, High, Or Severe.			
Careless Driving Classification: • Careless Grading • Low, or • Low to Medium.	Competition Rules Chapter 3 Rule 2 a) (i) Examples Rules: 4c) ignore blue flags 4e) hindering manoeuvres 4g) unsafe re-entry 6, 7, 8, 10a) 10b)(i), (ii), (iv), 11, 12	Classified Finisher	DNF
		10 Time Penalty [5 40 Seconds]	8 Grid Penalty [4 Grid Spots]
Reckless Driving Classification: • Careless Grading • Medium, or • Medium to High.	Competition Rules Chapter 3 Rule 2 a) (ii) Examples Rules: 4c) ignore blue flags, 4e), hindering manoeuvres 4g) unsafe re-entry 6, 7, 8, 10a) 10b)(i), (ii), (iv).	Classified Finisher	DNF
		12 Disqualification from that section of the Event.	8 Grid Penalty [10 Grid Spots] 13 Disqualification from the next section of the Event.

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COMPETITION RULES OFFENCES

CODE OF DRIVING CONDUCT PENALTIES (Competition Rules Chapter 3)

COMPETITION RULES OFFENCES			
CODE OF DRIVING CONDUCT PENALTIES (Competition Rules Chapter 3)			
		Classified Finisher	DNF
Dangerous Driving Classification <ul style="list-style-type: none"> • Intentional Grading <ul style="list-style-type: none"> • High, or • High to Serious, or • Serious. 	Competition Rules Chapter 3 Rule 2 a) (iii) Examples Rules: 4e) deliberate crowding or dangerous change of direction 6, 7, 8, 10 b) (iii), (iv) (v), (vi), (vii)	14 Disqualification from the Meeting.	14 Disqualification from the Meeting.
Kart Leaving The Track – Positional Advantage	Competition Rules Chapter 3 Rule 3 b) (i)	During a Race: 9 Place penalty [2 places per position gained]	
Kart Leaving The Track – Relative Track Position	Competition Rules Chapter 3 Rule 3 b) (ii)	10 Time Penalty [5 - 10 Seconds]	
Kart Leaving The Track	Competition Rules Chapter 3 Rule 3 b) (iii)	During Qualifying: 5 Deletion of the Driver's fastest Qualifying lap	

TECHNICAL and CLASS RULES and NON-COMPLIANCE WITH ENGINE HOMOLOGATION OFFENCES			
Recommended Minimum Penalties (Technical) Refer to Technical Rules Chapter 6 Rule 6 – Technical Conformity			
		Penalty	
		Australian Kart Formula Infringement	Technical Rules Chapter 1 Rules:1, 2, 4, 5, 6, 7,10
Kart Chassis	Technical Rules Chapter 1 Rule: 8 Class Rules Chapters 1-23 Rule 5	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Kart Chassis Front Fairing Fitment	Technical Rules Chapter 1 Rule 8 g) (iii)	9 Race Classification Penalty [2 Places]	
Kart Engine	Technical Rules Chapter 1 Rule 9 and Class Rules Chapters 1- 23, Rule 6	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Non-conforming Engine (Timing)		Careless	Intentional
		14 Disqualification from the Meeting	14 Disqualification from the Meeting + 16 Referral for Suspension [1 month]
Non-conforming Engine (Non-OEM component – Non-Performance enhancing)		12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Non-conforming Engine (Non-OEM component – Performance enhancing)		14 Disqualification from the Meeting	

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**TECHNICAL and CLASS RULES and NON-COMPLIANCE
WITH ENGINE HOMOLOGATION OFFENCES**
**Recommended Minimum Penalties (Technical)
Refer to Technical Rules Chapter 6 Rule 6 – Technical Conformity**

Weight Infringement	Technical Rules Chapter 1 Rule 5 and all Class Rules	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Exhaust infringement	Technical Rules Chapter 1 Rule 9 n)	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]	
Restrictor Infringement		14 Disqualification from the Meeting	
Illegally machined part	Technical Rules Chapter 1 Rule 9 c	14 Disqualification from the Meeting + 16 Referral for Suspension [12 months]	
Tampering with engine ports	Technical Rules Chapter 1 Rule 9 c)	14 Disqualification from the Meeting + 16 Referral for Suspension [12 months]	
Fuel – Non conforming	Technical Rules Chapter 3	Careless	Intentional
		14 Disqualification from the Meeting	14 Disqualification from the Meeting + 16 Referral for Suspension [12 months]
Tyres – General	Technical Rules Chapter 4 Rule 1	Careless	Intentional
		14 Disqualification from the Meeting	14 Disqualification from the Meeting + 16 Referral for Suspension [12 months]
Noise Safety	Technical Rules Chapter 5 Rule 7 e), f)	8 Grid Position Penalty [2 Positions]	
Starting Engine during Drivers Briefing	Technical Rules Chapter 5 Rule 7 e) (iii)	3 Fine [\$50]	

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**TECHNICAL and CLASS RULES and NON-COMPLIANCE
WITH ENGINE HOMOLOGATION OFFENCES**

**Recommended Minimum Penalties (Technical)
Refer to Technical Rules Chapter 6 Rule 6 – Technical Conformity**

Scrutineering - General	Technical Rules Chapter 6 Rule 1 c)	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event or 8 Grid Position Penalty [2 Positions]
Scrutineering – Identifying Marks	Technical Rules Chapter 6 Rule 1 c)(viii)	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event or 8 Grid Position Penalty [2 Positions]
Parc Fermé Rules	Technical Rules Chapter 6 Rule 3 d)	12 13 Disqualification from that section of the Event and/or 13 Disqualification from the next section of the Event; or 8 Grid Position Penalty [2 Positions]
Barcoded engine / chassis seals	Technical Rules Chapter 6 Rule 6 b),c),d)	14 Disqualification from the Meeting
Engine failed cc test or Engine failed cc volume squish	Technical Rules Chapter 6 Rule 8	14 Disqualification from the Meeting

14 Sequence in Which Place or Race Time Penalties, Deletion Of Laps and Disqualification are Applied

- a) Penalties that will affect the result from a section of an Event, or grid position of one or more Drivers in a subsequent Race at a Meeting must be applied in the following sequence:
 - (i) Disqualification from the Meeting then;
 - (ii) Disqualification from that section of the Event then;
 - (iii) Time Penalty (including deletion of a Driver's fastest Qualifying or Race lap time); then
 - (iv) Place Penalty (to be issued from the last Driver Classified as a finisher to the first Driver Classified as a finisher. For the avoidance of doubt a Points Penalty cannot relegate a Driver to a lower position than the last Classified Finisher in the Race); then
 - (v) Points Penalty.

15 Penalties from the National Judicial Commissioner, a Tribunal or Court

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

16 Remission of Sentence

- a) Provided all rights of appeal have been exhausted, the Board has the right to amend the unexpired period of a Suspension or Exclusion and to remit part or all of a fine.
- b) A Licence Holder whose Licence is suspended and/or who is Warned Off by the CEO of KA acting under the NCR may make a submission to the Board to vary the length of that Suspension and/or Warned Off period (a "Submission").
 - (i) Upon receiving a Submission, the Board has the authority to review the Suspension and/or Warned Off period determined by the CEO.
 - (ii) At its sole discretion, the Board may either uphold, decrease, increase, or nullify the Suspension and/or the Warned Off period, or impose a Warned Off period if the CEO has not already done so.
- c) That Suspension and/or Warned Off period imposed by the CEO will remain in effect until the Board determines the issue.

Breach Of Rule - Infringement Notice

1 Purpose

The purpose of an Infringement Notice (Notice) is to assist:

- a) Charge a Licence Holder (Alleged Party) with a breach of the Rules and to refer the alleged breach of the Rules to the Stewards for a Hearing; or
- b) To assist in the timely application of a penalty where a Licence Holder can accept that they have been in breach of a Rule. An Infringement Notice allows the Alleged Party to accept an alleged breach and penalty without having to appear before the Stewards. The penalty detailed on the Notice is issued under the authority of the Stewards.
 - (i) The Alleged Party has the following options (Options):
 - 1) admit to the breach of the Rule and accept the penalty which also requires acknowledgement of waiving right of appeal; or
 - 2) admit to the breach of the Rule but not accept the penalty which will result in a Stewards Hearing to hear submissions on penalty and impose a penalty; or
 - 3) not admit to the alleged breach of the Rule which will result in a Stewards Hearing.

2 Process – Referral To Stewards in accordance with Rule 1 a)

- a) A Clerk of Course, or their representative (including any Official of the meeting) may determine an alleged breach of General Rules, Competition Rules, **certain Technical Rules as specified herein or in State, Sporting or Supplementary Regulations** and/or Class Rules has occurred.
 - (i) They may decide to refer the alleged breach directly to the Stewards or offer a penalty to be imposed in accordance with Chapter 10 Rule 1 b) to the Alleged Party.
- b) Only a Scrutineer or an Official who is responsible to the Chief Scrutineer of the Meeting may determine an alleged breach of Technical Rules (including Homologation of a component or components and Class Rules that are of a Technical nature) including the use of an illegal or non-conforming component or components or any product specified in the Technical and/or Class Rules has occurred.

Note: Determining whether a video recording system was operational during an on-track session, and whether the SD card recorded or was formatted as required, is not within the scope of this rule and may be determined by any Official.

- (i) They may decide to refer the alleged breach directly to the Stewards or offer a penalty to be imposed in accordance with Chapter 10 Rule 1 b) to the Alleged Party.

3 Process – Acceptance of Breach in accordance with Rule 1 b)

- a) If the Official decides to propose a penalty to the Alleged Party in accordance with Rule 1 b) the penalty to be offered will be determined by either:
 - (i) Applying the minimum recommended penalty in accordance with general rules Chapter 9, Rule 13; or
 - (ii) Consulting with the Stewards where no specific penalty is prescribed or a penalty other than the minimum recommended penalty is proposed
- b) Completion of the Notice

Note: The Stewards must be made aware of the details of the Notice and proposed Penalty before it is presented to the Alleged Party.

- c) Advise the Alleged Party of the alleged breach and the proposed penalty.

- d) Advise the Alleged Party that they have the Options as listed above.
- e) The Alleged Party must tick the box/es relevant to the Option selected and complete the declaration on the Notice which will initiate the process described for that Option.
- (i) If the Alleged Party admits to the breach of the Rule and accepts the penalty, they must tick both boxes in the appropriate section of the Notice and sign, date and time the Notice.
Note: The tick box waiving the right of appeal in this matter must be ticked before proceeding.
 - (ii) If the Alleged Party will not waive their right of appeal in the matter a Stewards Hearing will be convened.
 - (iii) If the Alleged Party does not admit to the breach of the Rule, a Stewards Hearing will be convened.
 - (iv) If a Stewards Hearing is convened in accordance with (ii) and (iii) above, the Alleged Party will have the opportunity to state their case in person, call witnesses and present evidence supporting their case. The Alleged Party will be advised of a place and time for the matter to be heard.
Note: The Stewards may vary the penalty above if a breach of Rules is established.
 - (v) If the Alleged Party admits to the breach of the Rule but does not accept the penalty the Stewards Hearing will be convened only consider imposition of penalty in regard to this matter. The Alleged Party will have the opportunity to give their submission on penalty along with any mitigating circumstances.
- f) When the Notice has been signed and both boxes are ticked by the Alleged Party the Official will take it to the Stewards who will impose the penalty.
- (i) The Official will copy the Notice, return the original to the Stewards and deliver copies to the parties as appropriate (e.g. Clerk of the Course, Secretary of the Meeting, Chief Timekeeper.)
- g) If the Alleged Party refuses to accept the Notice or confirm any of the Options available to them by completing the Declaration section of the Notice within thirty (30) minutes of being advised of an alleged breach of the Rules by an Official, the Notice detailing the Offence and the Penalty will be taken to the Stewards who will apply the Penalty

Stewards Hearings

1 General

- a) The Stewards shall conduct Hearings in accordance with these Rules. It is highly recommended that they follow the Step By Step Stewards Hearing Procedures but they may regulate such Hearing as they see fit subject only to these Rules and to the ISC.
- b) The Stewards may commence a Hearing:
 - (i) upon receipt of an Infringement Notice in accordance with the Rules; or
 - (ii) upon receipt of a properly completed Protest form in accordance with these Rules, or
 - (iii) into any matter of their own volition but must, in such circumstances complete and subject to Rule 1 k) herein, serve upon the Alleged Party a properly completed Infringement Notice in accordance with General Rules, Chapter 10.
- 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 Article 11.9 of the ISC.
- d) The Stewards will conduct all Hearings and make all decisions in an unbiased manner, in good faith, based on the relevant evidence presented at the Hearing and not on the basis of suspicion or speculation.
- e) Stewards shall expedite Hearings and give notice to those that they require to attend. Failure of a person who is required to attend, attending the Hearing shall not preclude the Stewards hearing a matter in their absence.
- f) Hearings shall be conducted with a minimum of formality and legal technicality. At any Hearing, the Alleged Party or the person or entity that is the subject of the Protest:
 - (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 (18) years of age, must be accompanied by a parent or adult guardian who holds either a Drivers Licence or a Participants Licence which is linked to the Driver;
 - (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.
- 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.
 - (i) Direct evidence is usually the oral evidence of the parties that are directly involved in a Hearing or a witness (although it may include documentary and/or video evidence) and is given by some person who themselves was involved in, saw or heard or otherwise perceived the fact or facts to which they testify.
 - 1) witnesses are presumed to be speaking the truth.
 - 2) witnesses may be examined by the Stewards and the party calling them and shall give evidence directly and/or by answers to questions. They may not be "led" on examination by the party calling them.
 - 3) witnesses may be cross-examined by the Stewards and the other party.

- 4) Witnesses must confine their statements before the Hearing to evidence. It is not their role to present argument in support of or against any of the parties to the Hearing.
 - (ii) Hearsay evidence (i.e., evidence that the witness was told something) is not valid evidence of the thing itself and is usually inadmissible as such.
 - (iii) Opinion is not in itself generally admissible. Opinions expressed by witnesses other than experts are valueless as evidence of the matter at issue. They are inadmissible.
- 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.

Recommendation

- (i) It is strongly recommended that Stewards use a reliable Ai-based recording and transcription application such as: Notta.ai, Otter.ai, Sonix.ai (or an equivalent App/program) to record the Hearings.
- Purpose and Benefits:**
- 1) Provides an immediate, accurate, and time-stamped transcript of proceedings.
 - 2) Allows Stewards to review an accurate transcript or recording of the Hearing while deliberating, ensuring clarity and fairness in decision-making.
 - 3) Ensures the integrity and completeness of the record of the Hearing.
 - 4) Allows Stewards to focus on managing the process rather than taking extensive handwritten notes.
 - 5) Supports consistent decision-making and accountability through verifiable records.
 - 6) Simplifies the provision of recordings or transcripts to Karting Australia (KA) or the State Karting Association (SKA) when requested.
- j) When a Hearing has been recorded, the recording must be retained by the Steward/s for a minimum of 60 days from the end of the Hearing and be provided to KA or the SKA upon request.
- 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 Licence Holder 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 Licence Holder 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, call witnesses 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 or a statement that is either calculated to or likely to mislead.
- d) When considering a matter of a technical nature, a Chief Scrutineer or their delegate must be given the opportunity to be present and be heard at a Hearing and to 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 Licence Holder, 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 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 absentia.

Guidance Note

Reference: General Rules Chapter 10 Rule 3 g) (iv); Chapter 11 Rule 1k); Chapter 12 Rules 5 c) and d)

- Proper and sufficient notification of the requirement of a Licence Holder to attend a Stewards hearing must be given to the Licence Holder.
- Acceptable methods of communication of the requirement to attend a Hearing include but are not limited to issuing an Infringement Notice, text message, written notice to attend, direct verbal advice to a Licence Holder required to attend, Public Address announcement.
- A minimum of 30 minutes notice is recommended to be provided prior to the identified commencement time of the Hearing.
- If any of the parties to the Hearing are not present at the Stewards Room at the specified time for the hearing, the Stewards will attempt to contact any absent party by telephone phone to the phone number of the Licence Holder (including the Participant) recorded on KOMP.
- The Steward making the call should inquire: Are they aware that they are required at a Stewards hearing? Where they are?
- If the Licence Holder is at the Circuit, they should be given no more than 15 minutes to present at the Stewards Room for the Hearing.
- If the Licence Holder has left the circuit in contravention of General Rules Chapter 11 Rule 1 k), the Stewards may conduct the hearing and make their decision in absentia.

3 General Conduct

- a) Though KA Stewards Hearings 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 Stewards are known to each other more or less well, there can be no justification for informality prevailing at a Stewards hearing.
- (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 protocols associated with formality always lending the appropriate air of seriousness to proceedings.
- b) Informal proceedings may achieve a just end, but they seldom appear to do so.
 - The Stewards Hearing in such cases loses stature and authority, while the personnel involved and the Rules become, 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 Stewards Hearing stature and take much away from its purposes.
- c) The conduct of any Hearing is a question for the Chair, but it is to the advantage of all if they insist upon the above guidelines being followed.

4 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 may give reasons for their decision.
- c) After a Hearing has concluded, the Stewards may provide written reasons for the decision.
- d) Should the Stewards 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 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.

Protests

General Note

Other than a Protest against the eligibility of a Kart, which may involve the dismantling of a kart by a KA Scrutineer or a third party, the lodgement of a Protest in accordance with the Rules means that a hearing will be convened by the relevant Judicial Body to determine the merits of the Protest in accordance with the Rules.

It is not the responsibility of a Judicial Body to seek out evidence or prosecute the case for the Protestor. The Protestor will be required to prove their case to the normal standard of proof. The Licence Holder against whom the Protest is lodged will be given the opportunity to defend themselves against the allegation[s] contained in the Protest.

Both parties to the Hearing will be given the opportunity to be heard, present evidence and witnesses in support of their cases prior to the Judicial Body making its determination on the allegation[s] and facts of the Protest unless either party fails to attend the Hearing in which case the Judicial Body may hear the Protest in absentia.

1 General

- a) The right to protest lies only with a Protestor. A Protester is defined as follows:
 - (i) KA;
 - (ii) a SKA;
 - (iii) a Club;
 - (iv) a Licence Holder directly affected.
 - (v) a parent or guardian who holds either a Drivers Licence or is a Participants Licence Holder on behalf of a Competitor or Driver under the age of 18 years old where that Competitor or Driver has been directly affected.
- b) A Protestor seeking to protest against more than one (1) other Licence Holder must lodge as many Protests as there are Licence Holder 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 "Protest Form" addressed to the Stewards and accompanied by the applicable Protest fee. The responsibility lies with the Protestor to ensure that the Protest Form is properly completed in full, submitted on time in accordance with the Rules and the correct Protest Fee is paid.
 - (i) It must specify:
 - 1) The relevant Rules;
 - 2) The concerns of the Protestor;
 - 3) Against whom the Protest is lodged, when relevant
 - (ii) The Protest and the Protest Fee shall be delivered to the Clerk of the Course or the Chief Steward.
 - 1) In the absence of the Clerk of the Course and the Chief Steward, it can be delivered to or an Assistant Clerk of the Course or another Steward, who will, upon receipt of it, note on it the time that the Protest was delivered to them.

- 2) The Official to whom the Protest has been delivered, will, as soon as possible, deliver the Protest to the Chief Steward.
- (iii) For the sake of clarity, the Protest Fee may be paid either by:
- 1) Cash; or
 - 2) Credit Card (Visa or Mastercard).
 - If credit card facilities are not available at the Meeting, the credit card number, name of the credit card holder, the expiry date and CSV number must be recorded on the Protest Form.
 - If at the time of processing the Protest Fee, the payment is rejected or unable to be completed through lack of funds in the account, the Protestor will be immediately suspended by KA from Competing in any Meeting until the Protest Fee has been paid in full.
- 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 **Judicial Body that conducted the Protest Hearing** ~~Stewards or a Disciplinary Tribunal~~ if the Protest is upheld, otherwise the Protest fee will be forfeited to KA or the relevant SKA as appropriate.
- (i) **If the Protest fee is ordered to be refunded, no refund can be made until the time limit for the lodgement of a Notice Of Intention To Appeal has elapsed.**
 - (ii) **If a Notice Of Intention To Appeal is lodged in accordance with the Rules, the Protest fee will be retained by KA or the relevant SKA until all Appeals – including to AMSAC have been exhausted and a final order on the Protest Fee has been made by the last Judicial Body.**
- g) The Notice of Protest must be lodged where the Protest:
- (i) is against the entry of a Competitor or Driver, 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 results of a session or Competition, must, except in circumstances which the Stewards consider as physically impossible, be made within thirty (30) minutes after the publication of the Provisional Classification;
 - (iv) relates to any other matter occurring at a Meeting, no later than thirty (30) minutes after the publication of Provisional Classification.
 - (v) is against the actions of a Licence Holder that have occurred outside of a Meeting, within twenty-four (24) hours of the action taking place.
- 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 that prevented the Protest being lodged within the time limits specified herein.
 - j) A Protest not dealt with by the Stewards must be referred to a Disciplinary Tribunal or the National Stewards Panel 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, or email. It must be accompanied by the applicable Protest Fee.
- c) The National Tribunal Registrar upon receipt of the Protest will acknowledge receipt of the Protest to the Protestor.
- d) 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 *Inadmissible Protest*

- a) A Protest 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) related to the use of the red flag.
 - (v) related to an injured Driver clearance.
 - (vi) related to a Baulk Line infringement.
 - (vii) made regarding Tyres.
will not be accepted.
- b) A single Protest against more than one Licence Holder will not be accepted.
- c) A Protest lodged jointly by several Licence Holders will not be accepted.

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 Scrutineer 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 Chief Scrutineer and the Competitor or Driver or Participants Licence Holder 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 the Stewards hearing the Protest, or the Disciplinary Tribunal 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 or Disciplinary Tribunal will conduct a Hearing.
- b) The hearing of the protestor or and all parties concerned by the Protest shall take place as soon as possible after the Protest has been lodged.
- c) The concerned parties shall be given notice to attend the Hearing (which may be verbal or written in form) and may be permitted to call witnesses.
- d) In the absence of any concerned party or of their witnesses, judgement may be made by default.
- 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 or Disciplinary Tribunals decision is given, all parties must be advised of their right of Appeal.

6 Right of Appeal

- a) Only KA, an SKA or a party directly impacted by the Stewards or Disciplinary Tribunal decision has the right of Appeal.
- b) Forfeiture of Fee
- c) If the Stewards or Disciplinary Tribunal 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 or Disciplinary Tribunal determine the protest is frivolous, malicious or vexatious or consider that the Protestor acted in bad faith, the Protestor may be deemed to have breached these Rules.
- b) The Hearing shall be adjourned in order for the parties concerned to be charged with an Offence and summoned before the Stewards or Disciplinary Tribunal to answer such charge.
- c) If the parties are subsequently found to have breached the rules, the Stewards or the Disciplinary Tribunal shall impose a Penalty on the Protestor.

Tribunals

1 General

- a) KA Tribunals are of three (3) distinct types, Disciplinary Tribunals, Appeal Tribunals and Investigatory Tribunals.
- b) Disciplinary Tribunals and Investigatory Tribunals are essentially minor courts and are established to deal with cases brought before them by KA or a SKA 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.
 - a. KA may at its absolute discretion refer any matter arising from a Stewards Hearing at a National level Event to the National Judicial Commissioner who will 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 or a SKA 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 following a Hearing; or
 - (ii) A Disciplinary Tribunal ; or
 - (iii) The National Judicial Commissioner
 - (iv) An Investigatory 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) Investigatory Tribunals are appointed to enquire into matters nominated by KA or a SKA.
 - (i) Investigatory Tribunals are free to receive evidence and hear witnesses.
 - (ii) The Investigatory Tribunal shall make recommendations to KA or a SKA, make any necessary amendment to results of a competition, and/or if a breach of the Rules has occurred, impose an appropriate penalty.
- h) Tribunals also take judicial notice of decisions handed down by AMSAC.
- i) It is important to note that the task of judicial bodies is to fairly and as expeditiously as possible, enforce and apply the Rules.

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, Judicial Bodies 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.
- j) 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 who is a Participants Licence Holder;
 - (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.
- k) All persons that are directly involved in a Hearing will be given reasonable notice to attend the Hearing.
- l) At a Hearing, the Tribunal 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.
- m) To facilitate the conduct of a Tribunal 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 Tribunal;
 - (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 Tribunal, 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.
- n) If any person at all fails to attend at the time and place of the Hearing, the Tribunal may conduct the Hearing and make their decision in absentia.
- o) Tribunals arising out of National level events will be convened by KA.
- p) Tribunals arising out of State and Club level events will be convened by the SKA that issued the Organising Permit.

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 SKA 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 Tribunal Hearing may be organised so as to facilitate either a face to face Hearing, by telephone or by video conference at the discretion of the Chair of the Tribunal.
- b) A face to face Hearing will require a suitable room, with adequate space for the Tribunal, the parties and witnesses, and preferably in a neutral venue should be selected.
- c) Provisions must be made to record the Hearing in full.
- d) A party or a witness may, subject to the prior approval of the Tribunal, take part in the proceedings by telephone conference or video conference.

4 Time and Location of Disciplinary Tribunal Hearings

- a) Disciplinary Tribunals will be heard within twenty one (21) days after the conclusion of the Meeting, or the publication of the findings of the Stewards, whichever is the later unless the Disciplinary Tribunal orders otherwise at least forty eight (48) hours prior to the time scheduled for the Tribunal hearing.
- b) A Disciplinary Tribunal arising from a National level Event will generally be heard at the KA National Office or such other location or by such other means as the Disciplinary Tribunal in its absolute discretion may determine.
- c) A Disciplinary Tribunal arising from a State level Event will generally be heard in the State in which the event was held.

5 Disciplinary Tribunal Procedures

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

At the discretion of the Chair, each Tribunal proceeds as follows:

- a) The Chair 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 Chair 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 SKA or any member Club of a SKA.
 - (xii) The Tribunal, will announce its findings to the parties, and if found guilty the penalty to be imposed.
- f) The judgement of the Tribunal shall include:
- (i) reasons for the findings, and
 - (ii) any orders made, penalties to be imposed or directions as they may reasonably see fit
 - (iii) if a penalty has been imposed, its nature and extent if relevant (e.g.: Suspension and its duration); and
 - (iv) the time and date at which the judgement was given.
- g) Such judgements may include any recommendations which the Tribunal deems fitting.
- h) The Tribunal may reserve its judgement to be delivered in writing to the parties at a later time or may deliver its judgement by either:
- (i) writing it down and reading it aloud to the parties concerned; or
 - (ii) writing it down and forwarding it by email to the parties concerned.
- i) Such judgement shall include a reminder to the parties of their rights of appeal.
- j) The Chair will then declare the proceedings closed.

6 Disciplinary Tribunal/National Judicial Commissioner Procedures

- (For matters brought before it in accordance with General Rules, Chapter 13 Rule 1 c) (ii) – Application of Penalty from a Stewards Hearing for application of an additional penalty)*
- a) By no later than 5:00pm on the Wednesday following the end of the Meeting, the defendant will be permitted to make a written submission dealing solely with the matter of the penalty that should be applied as a result of the Stewards Hearing that was conducted at a Meeting.
 - b) The submission on penalty must be sent by email to:
 - (i) National Meetings: admin@karting.net.au
 - (ii) State, Zonal and Club Meetings: To the relevant State Secretary.
 - c) If no submission on penalty is received from the defendant by the time stipulated herein or as may be extended at the absolute discretion of the Tribunal Chair, the defendant will be considered to have waived their right to make such submission to the Tribunal.

- d) The findings from the Stewards Hearing including their recommendation on the penalty to be imposed on the defendant and the submission on penalty (if any) received from the defendant, and a submission on penalty (if any) from KA (in the case of National Meetings) or the SKA (in the case of State, Zonal and Club Meetings), shall be forwarded to the Tribunal/National Judicial Commissioner for their review and consideration.
- e) The Tribunal/National Judicial Commissioner shall determine whether an additional penalty is to be imposed, and if so its nature and extent if relevant (e.g: Suspension and its duration, or some other penalty).
- f) The judgement of the Tribunal/National Judicial Commissioner shall include:
 - (i) reasons for the findings, and
 - (ii) any orders made, penalties to be imposed or directions as they may reasonably see fit.
 - (iii) if a penalty has been imposed, its nature and extent if relevant (e.g.: Suspension and its duration); and
 - (iv) the time and date at which the judgement was given.
- g) Such judgements may include any recommendations which the Tribunal/National Judicial Commissioner deems fitting.
- h) The Tribunal/National Judicial Commissioner may deliver its judgement in writing/email to the parties as soon as practical after they have finalised their determination..
- i) Such judgement shall include a reminder to the parties of their rights of appeal.

7 Appeal Tribunal Procedures

At the discretion of the Chair, each Tribunal proceeds as follows:

- a) The Chair 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.
 - (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).
- 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.) 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 SKA or any member Club of a SKA unless any of these bodies are an unsuccessful party.
- n) The judgement of the Tribunal shall include:
 - (i) reasons for the findings, and
 - (ii) any orders made, penalties to be imposed or directions as they may reasonably see fit
 - (iii) if a penalty has been imposed, its nature and extent if relevant (e.g.: Suspension and its duration); and
 - (iv) the time and date at which the judgement was given.
- o) Such judgements may moreover include any recommendations which the Tribunal deems fitting.
- p) The Tribunal may reserve its judgement to be delivered in writing to the parties at a later time or may deliver its judgement by either:
 - (i) writing it down and reading it aloud to the parties concerned; or
 - (ii) writing it down and forwarding it by email to the parties concerned.
- q) Such judgement shall include a reminder to the parties of their rights of appeal
- r) 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 SKA if the appeal has failed.
- s) The Chair will then declare the proceedings closed.

8 **Investigatory Tribunal Procedures**

At the discretion of the Chair, each Tribunal proceeds as follows:

- a) The Chair 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 Tribunal will determine the form of the hearing, including the manner of receiving evidence.
- c) The Tribunal will determine whether, and if so, to what extent, any rule or regulation has been breached, adjourning the hearing if necessary, in order to require parties concerned to be charged with an Offence and summoned before it.
 - (i) The Tribunal will act as if it is a Disciplinary Tribunal.
- d) The Tribunal may, if it is determined that the results of a competition have been incorrectly or improperly made out, make such order as it deems appropriate.
- e) 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 SKA or any member Club of an SKA.
- f) The judgement of the Tribunal shall include:
 - (i) reasons for the findings, and
 - (ii) if a penalty has been imposed, its nature and extent if relevant (e.g.: Suspension and its duration); and
 - (iii) the time and date at which the judgement was given.

- g) Such judgements may moreover include any recommendations which the Tribunal deems fitting.
- h) The Tribunal shall then deliver its judgement which may include any orders made, penalties to be imposed or directions as they may reasonably see fit by either:
 - (i) writing it down and reading it aloud to the parties concerned; or
 - (ii) writing it down and forwarding it by email to the parties concerned.
- i) Such judgement shall include a reminder to the parties of their rights of appeal
- j) The Chair will then declare the proceedings closed.

Appeals

1 Types of Appeals

- a) There are four (4) kinds of appeals on sporting matters:
 - (i) An appeal from a decision of the Stewards, to an Appeal Tribunal.
 - (ii) An appeal from a decision of a Disciplinary Tribunal or the National Judicial Commissioner to an Appeal Tribunal.
 - (iii) An appeal from a decision of an Investigatory Tribunal to an Appeal Tribunal.
 - (iv) 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 only if the matter is not referred to another Judicial Body; or
 - (ii) A Disciplinary Tribunal, or
 - (iii) An Investigatory Tribunal, or.
 - (iv) A determination made by the National Judicial Commissioner.
- b) The right of Appeal is available only on the following grounds which must be indicated on the Notice of Intention To Appeal form:
 - (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. Any such request to produce new evidence must be submitted with the Notice of Appeal. 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 an SKA may appeal to an Appeal Tribunal, if they are satisfied that an appeal should be brought in the best interests of Karting.
 - (i) These bodies shall cause notice of an Appeal to be served on the respondent within thirty (30) days after the handing down of the decision, setting out the grounds of the Appeal, 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
 - (ii) Within thirty (30) minutes of being advised of the Stewards' decision (for matters brought before it in accordance with General Rules, Chapter 11 Rule 4) against which an appellant seeks to Appeal, the appellant must lodge the Notice of Intention to Appeal with the Stewards.

- (iii) Within 24 hours of being advised of the Disciplinary Tribunals decision in writing (for matters brought before it in accordance with General Rules, Chapter 13 Rule 1 c) or an Investigatory Tribunal in accordance with General Rules, Chapter 13 Rule 1 g) against which an appellant seeks to Appeal, the appellant must lodge the Notice of Intention to Appeal by Email to:
- For National level events:
Email: admin@karting.net.au
 - For State and Club level events:
SKA Tribunal Registrar
C/- the host SKA Office as indicated in the Rules
- (iv) The Notice of Intention to Appeal must be accompanied by the Appeal fee.
- (v) 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 the specified time.
- b) Notice of Appeal
- (i) A Notice of Appeal may only be lodged subsequent to a properly completed Notice Of Intention to Appeal form having been lodged in accordance with General Rules, Chapter 14 13 Rule 3.
- (ii) The form of the Notice of Appeal is available at www.karting.net.au.
- (iii) The Notice of Appeal must be lodged prior to midnight on the third (3rd) day after lodging a Notice of Intention To Appeal form following being advised of the Stewards' or Disciplinary Tribunal or Investigatory Tribunal's decision against which an appellant seeks to Appeal.
- (iv) The Notice of Appeal must be lodged by email to:
- For National level events:
Email: admin@karting.net.au
 - For State and Club level events:
SKA Tribunal Registrar
C/ the host SKA Office as indicated in the Rules.
- (v) 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.
- (vi) 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 Championship Events an Appeal Fee of \$4,750 inc GST.
 - For all other level Events an Appeal Fee of \$900 inc GST.
- (ii) For the sake of clarity, the Appeal Fee may be paid either by:
- 1) Cash; or
 - 2) Credit Card (Visa or Mastercard).
- If credit card facilities are not available at the Meeting, the credit card number, name of the credit card holder, the expiry date and CSV number must be recorded on the Notice Of Intention to Appeal Form.
 - If at the time of processing the Appeal Fee, the payment is rejected or unable to be completed through lack of funds in the account, the Notice Of Intention To Appeal will be considered to have lapsed and the Licence of the appellant will be Suspended until the Appeal Fee has been paid.

- (iii) The Appeal Fee remains payable even if the appellant does not follow up the declared Notice of Intention to Appeal.
- (iv) 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.
- (v) 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.
- (vi) 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) The lodgement of a Notice of Intention to Appeal and/or lodgement of a Notice of Appeal in accordance with the Rules will not affect the validity or operation of any decision or order of a Judicial Body, that is the subject of the Appeal, save that:
 - (i) The operation of the following Penalties will be suspended.
 - 1) a reprimand,
 - 2) a fine,
 - 3) a deduction of series' points,
 - 4) a Suspensionuntil such Penalty/ies are either:
 - 1) confirmed or rejected by the Appeal Tribunal; or
 - 2) the appellant defaults in prosecuting the Appeal.
 - (ii) An Appeal against any Penalty other than those mentioned in sub-Rule (i) 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 or video conference.
- 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 twenty one (21) 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 or a statement that is either calculated to 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, 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 SKA.
- 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 adjourn the hearing in order for the parties to be charged with an offence and summoned before them to answer such charge.
- b) The Tribunal will then act as a Disciplinary Tribunal.
- c) If the parties are subsequently found to have breached the Rules, the Tribunal shall impose on the appellant, any Penalty pursuant to the 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 Motorsport Australia Manual of Motorsport.
- e) The awarding of costs will be in accordance with the rules of AMSAC as described in the current Motorsport Australia Manual of Motor Sport.

Communicable Diseases**1 Definition**

- a) A Communicable Disease means any disease which can be transmitted by means of any substance or agent from any organism to another organism where:
- the substance or agent includes, but is not limited to, a virus, bacterium, parasite or other organism or any variation thereof, whether deemed living or not, and
 - the method of transmission, whether direct or indirect, includes but is not limited to, airborne transmission, bodily fluid transmission, transmission from or to any surface or object, solid, liquid or gas or between organisms, and
 - the disease, substance or agent can cause or threaten bodily injury, illness, emotional distress, damage to human health, human welfare or property damage.

2 Effect on Insurance

- a) KA provides various insurance policies for the benefit of Licence Holders including but not limited to Group Personal Accident and Public and Product Liability Insurance (the "Insurance Policies").
- b) Notwithstanding any provision to the contrary within the Insurance Policies, the Insurance Policies do not cover all actual or alleged loss, liability, damage, compensation, injury, sickness, disease, death, medical payment, defence cost, cost, expense or any other amount, directly or indirectly and regardless of any other cause contributing concurrently or in any sequence, originating from, caused by, arising out of, contributed to by, resulting from, or otherwise in connection with a Communicable Disease or the fear or threat (whether actual or perceived) of a Communicable Disease.

3 Protection and Mitigation Principles and Requirements (Including for but not limited to COVID-19)

To protect the wellbeing, health and safety of the Australian karting community – Licence Holders, Officials, Clubs, SKA's and stakeholders (the "Karting Community") at all times, the following protection and mitigation principles and requirements are required:

- To reduce the risk of the virus, there is an ongoing need for every person to do all things reasonably necessary to protect both themselves and all others in the Karting Community and the broader community.
- No person who has symptoms consistent with a Communicable Disease (including but not limited to: fever, respiratory symptoms, shortness of breath, sore throat, cough, lack of smell or fatigue) is permitted to attend the Club's Circuit or participate in a Karting Activity.
- A person while attending a Karting Activity will apply the virus control and mitigation measures of, but not limited to physical distancing, good hand hygiene and sanitising and coughing/ sneezing etiquette.
- A person who starts to feel unwell or to exhibit symptoms of a Communicable Disease including COVID-19 during a Karting Activity must immediately avoid contact with all persons at the Circuit and leave the Circuit.

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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, Championship or Series Sporting Regulations and/or State 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 Circuit 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 who 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 information document in either digital or print format.
- b) For State, Zonal 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 Race Director/Clerk of the Course, with the permission of the Stewards in exceptional circumstances may make alterations to a Meeting program.
- b) The Race Director/Clerk of the Course, with the permission of the Stewards in exceptional circumstances may adjust the duration of any practice or qualifying session.
- c) The Race Director/Clerk of the Course, with the permission of the Stewards in exceptional circumstances may shorten the duration of a Heat and/or Race.
- d) The Race Director/Clerk of the Course, with the permission of the Stewards 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 their Participant's Licence holder 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 Driver under the age of 18 years old, must be accompanied by their Participant's Licence holder at 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.
- f) Note, that in accordance with General Rule's Chapter 15 – Communicable Diseases, KA may require that a massed gathering Driver's briefing be replaced by either:
 - (i) written Driver's Briefing notes, distributed to all Competitors and Drivers entered for the Meeting by email or some other digital medium; or
 - (ii) an audio or video recording of the Driver's Briefing distributed to all Competitors and Drivers entered for the Meeting by email or some other digital or broadcast medium.

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 Sick or Injured Licence Holder Clearance

- a) A Licence Holder who is sick or injured or appears to be injured, may be instructed by the Stewards, the Clerk of the Course or their delegate to obtain a written medical clearance from a registered medical practitioner to enable them to participate or to continue to participate in a Meeting.
- b) Such Licence Holder will be required to present the written medical clearance to the Stewards to allow them to decide at their absolute discretion if the Licence Holder is to be permitted to continue to participate in the Meeting.
- c) The decision of the Stewards 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.
 - (i) 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.
 - (ii) For the sake of clarity, following the Start of a Race in which two (2) or more Classes/ Divisions are consolidated, a Driver is permitted to Race all Drivers on the Track, which for the avoidance of doubt, means that they may overtake each other in accordance with the Rules.
- b) For Meetings other than the National 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, Cadet 12 and 4SS Cadet Classes may be consolidated.
 - (iv) When two (2) or more Classes/Divisions are consolidated, the theoretically slower Class/ Division will be arranged on the grid at the rear of the theoretically faster Class/Division in accordance with the following examples:

- a. Cadet 9 and 4SS Cadet Competitors will be arranged on the grid at the rear of the Cadet 12 Competitors.
- b. 4SS Junior Competitors will be arranged on the grid at the rear of the KA3 Junior Competitors.
- c. TaG Restricted Competitors will be arranged on the grid at the rear of the TaG 125 Competitors.
- d. 4SS Senior Competitors will be arranged on the grid at the rear of the 4SS Super Competitors and so on.

Note: "theoretically slower" and/or "theoretically faster" means that a kart in a Class or Division in a Race that has two or more Classes or Divisions consolidated in it, is the kart that is expected to be either slower or faster than another Class/Division in the Race based on engine capacity/horsepower or power to weight ratio of the karts in the Race.

- (v) When two (2) or more Classes/Divisions are consolidated, the Race results and points allocation will be based on each individual Class/Division.
 - (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.
- c) Only the following age divisions may be on a Track at the same time. For the avoidance of doubt this includes any Competition and/or Karting Activity on a Track which holds a Circuit Licence issued by KA:
- (i) Cadet 9, Cadet 12 and 4SS Cadet drivers are permitted on a Track at the same time;
 - (ii) Junior drivers are not permitted on the Track with any other age division;
 - (iii) Senior drivers are not permitted on the Track with any other age division.

10 Timing Transponders

- a) Each Competitor must have a functioning MYLAPS 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.
- c) If a Competitor changes the transponder that is fitted to their kart at any time during a Meeting, they must advise the Chief Timekeeper of the change of the details of the transponder as soon as possible and before their next Competition in the Meeting.

11 Competition Numbers

- a) Each Kart must display a Competition number at all times whilst on a Track. Irrespective of the background colour, Competition numbers must be clearly legible at all times during a Meeting.
- b) The Chief Timekeeper, Chief Scrutineer and Clerk of the Course decision as to legibility of numbers is final.
- c) Competition numbers must contain a Maximum of two (2) digits.
- d) The number 0 or a Competition number preceding with 0, e.g. 05, is not permitted.
- e) Either plain or italic font types are 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 or on the Rear Wheel Protection.
- (ii) Be a Minimum of 125mm high and a Minimum of 20mm thick.
- g) Unless otherwise approved by KA, competition numbers must be displayed on each side of a Kart in accordance with the following specifications:
- (i) They must be mounted on the outside surface of each side pod.
 - (ii) Be a Minimum of 100mm high and a Minimum of 15mm thick.
- h) The colour of the numeral must comply with the colours specified in Rule 11 j) herein.
- i) The numeral must be placed on a background of the appropriate colour specified in Rule 11 j) herein.
- (i) There must be a Minimum of 15mm from the edge of the number to each edge of the background panel.
 - (ii) For double digit numbers, there must be a Minimum of 15mm spacing between each digit. There must be sufficient separation between the numbers to ensure that they are legible from a reasonable distance (e.g., and Official must be able to read the number from a distance of at least 20 metres.)
 - (iii) The background colour unless it is CIK-FIA homologated, must be continuous and be of a shape that exhibits the characteristics of a rectangle, but it may have some notable variations from a standard rectangle that give the shape a distinctive and unique appearance, with a blend of rectangular and curvilinear elements. Depending on the specific proportions and curvature, this shape may appear elongated, softened, or asymmetrical, adding complexity to its overall form.
- j) Unless otherwise approved by KA, competition numbers and background colours will be in accordance with the following criteria overleaf:

	Background Colour	Number Colour	Allocated Number	Conditions
General				
Senior Classes	Yellow	Black	N/A	
Junior Classes	White	Black	N/A	
Cadet Classes	White	Red	N/A	
National Level Championships and Series and State Championship				
Australian Kart Championship - National Champion	Green	Yellow	1	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used in all Meetings. • May be used from the end of the National Championship in which it was earned until the end of the next National Championship. • The number "1" is only permitted to be used by the National Champion.
Rotax National Cup - Series Champion	Red	White	1	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used in all Meetings. • May be used from the end of the National Cup Series in which it was earned until the end of the following year's National Cup Series. • The number "1" is only permitted to be used by the National Cup Series Champion. for National Series events for the following year.
State Kart Championship - Champion	Blue	White	N/A	<ul style="list-style-type: none"> • May only be used in the same Class in which it was awarded. • May be used in all Meetings. • 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 or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.
Recognised One-off Events				
(The following Events are the only Events recognised by KA as having 'Plate Status')				
Ultimate Club Racer – Winners (National Cup)	Silver	Black	N/A	<ul style="list-style-type: none"> • May only be used in the same Class /Division in which it was awarded. • May be used in all Club Meetings and the following year's Ultimate Club Racer National Cup Meeting • May be used from the end of the Meeting in which it was earned until the end of the following year's Meeting or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.

table continued overleaf

	Background Colour	Number Colour	Allocated Number	Conditions
Australian Kart Masters - Winners (National Cup)	Grey	White	N/A	<ul style="list-style-type: none"> • May only be used in the same Masters Class Division in which it was awarded. • May be used in all Meetings. • May be used from the end of the Meeting in which it was earned until the end of the following year's Meeting or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.
Breast Cancer Awareness Ladies Competition (Albury Kart Club)	Pink	White	N/A	<ul style="list-style-type: none"> • May only be used in the same Class Division in which it was awarded. • May be used in all Meetings. • May be used from the end of the Meeting in which it was earned until the end of the following year's Meeting or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.
State Cup (as designated by the SKA) - Winners	Black	White	N/A	<ul style="list-style-type: none"> • May only be used in the same Class Division in which it was awarded. • May be used in all State-level Meetings (in the same State) in which it was awarded. • May be used from the end of the Meeting in which it was earned until the end of the following year's Meeting or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.
4SS State Trophy (as designated by the SKA) – Winners	Orange PMS 165C	White with Black Outline Stroke	N/A	<ul style="list-style-type: none"> • May only be used in the same Class Division in which it was awarded. • May be used in all State-level Meetings. (in the same State) in which it was awarded. • May be used from the end of the Meeting in which it was earned until the end of the following year's Meeting or the end of the following Year, whichever comes sooner. • The number "1" is not permitted to be used.

- k) A Driver who holds an E Grade licence or D Grade licence or who has any specific condition or conditions applied to their licence by KA or an SKA, which for the sake of clarity may include a medical condition or conditions that do not preclude the Driver from driving a Kart must clearly display a "P" plate on the rear of the Kart at all times whilst they are on a Track.
- l) In the event of two (2) Karts with the same number competing in any one Class/Division at a Meeting where numbers are not allocated by the Organisers, the Driver who entered the Meeting first will be entitled to use their preferred number.

12 Observed Driving

- a) Stewards 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 and/or Shaking Hands

- a) A Driver is not permitted to duck their head in a manner which will impede their forward vision during a Competition.
- b) A Driver is not permitted to shake hands with another Driver whilst driving.

14 Reaching Baulk Line

- a) A Kart that fails to start or needs to be restarted before reaching the Baulk Line must be immediately removed from the Track or returned to the out grid to start.
- b) Prior to attempting to restart a Kart, the Competitor must get permission from a Grid Marshal.

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 position so as to minimise the danger or obstruction to other Drivers.
- 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 place themselves and their Kart in a safe position.
- d) No person may approach a stalled Kart until the remaining Drivers 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, State Championship and National Cup Events; Cadet 9, Cadet 12 and Junior Drivers 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 Drivers who wish to Compete in a National Championship, State Championship or National Cup Meeting must comply with the provisions of the KA Elite Junior Participation Policy which is available at www.karting.net.au.

17 Warm Up

- a) An Organiser may schedule time for a warm up for all Competitors on the 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. The decision of the Stewards in this regard may not be appealed.

19 Qualifying

- a) For National Championship, National Series, National Cup and State Championship Meetings the Organiser must program one (1) qualifying session per Class.
- b) Each qualifying session must be a Minimum of six (6) 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 out-grid gate is opened.
- 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. Drivers 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 to continue to Compete. The decision of the Stewards in this regard may not be appealed.
 - (iii) Subject to the Stewards approval, the Driver will be placed at the rear of the Grid for the relevant Class.
 - (iv) Should multiple Drivers fail to record a time, they will be placed at the rear of the Grid as prescribed in Competition Rules, Chapter 1, Rule 20.
- l) Exceptional Qualifying Circumstances
 - (i) If due to exceptional circumstances a qualifying session cannot take place or cannot be completed, the Stewards may allocate grid positions according to timed practice session times.

20 Grid Determination

- a) From Qualifying
 - (i) At the end of qualifying, the times achieved by each Driver will be officially published.
 - (ii) Unless otherwise outlined in Championship, Series and/or the Supplementary Regulations for a Meeting, all grid positions for Heat/Race 1 will be determined by the qualifying times from fastest to slowest.

- (iii) Competitors who are Disqualified from the qualifying session will be permitted to start from the rear of the grid and will be placed on the grid in order of timed practice times from fastest to slowest.
 - (iv) Competitors who failed to register a time but have received permission of the Stewards in accordance with Competition Rules, Chapter 1, Rule 19 k), will be permitted to start from the rear of the grid and will be placed on the grid in order of timed practice times from fastest to slowest.
 - (v) If practice has not taken place, or there are no times available from a practice session, Drivers who failed to register a time will be placed on the grid in order permission of the Stewards is received.
 - (vi) If qualifying has not taken place, provisional licence holders must start at the rear of the entire Field.
- b) From Races
- (i) At the end of each Race, the results from the Competition will be provisionally and then finally Classified and officially published.
 - (ii) Such results may be used to set the grid positions for subsequent Races in accordance with Championship, Series and/or Supplementary Regulations for the Meeting.
 - (iii) Competitors who are Disqualified from a Race may be permitted to start the next Race from the rear of the grid and will be placed on the grid in order of the number of laps completed in the Race.

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) Unless otherwise prescribed in Championship, Series or Supplementary Regulations, 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) Once the first Kart has crossed the Baulk Line, a Driver will have one (1) lap to clear the grid. The one (1) lap will end once the peloton of Karts has passed the out-grid gate.
- j) Drivers must leave the grid in an orderly manner behind the Driver in the grid position immediately in front of them at a safe speed (the sole exception to this is if the Driver in front of them has an obvious problem).
- k) Any Kart that is not operating under its own motive power before it crosses the Baulk Line will be deemed a non-starter for that Competition and will be recorded in the Final Classification as a DNS.
- l) A Competitor's nominated pit crew may undertake work on a Kart which is not able to start during this one (1) lap period.

- m) Once this one (1) lap period has elapsed, the out grid gate is considered closed and the Drivers are under the Starters control. Any Karts still on the out grid, or on the exit of the out grid at this time will be deemed non-starters for that Competition.
- n) 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 Competition Meetings. Any variations must be published in the Championship/Series Sporting Regulations and/or the Supplementary Regulations for the Meeting.
- b) Le Mans type starts are forbidden.
- c) From the moment the Grid Marshal signals for the Karts to be released, the Drivers are under the Starter's control.
 - (i) Race conditions apply.
 - (ii) A Driver that is unable to leave the Out Grid upon the release of the karts may receive outside assistance from their mechanic only after the karts gridded behind them have passed them by unless another kart gridded behind them has an obvious problem.
 - (iii) No Driver may receive any outside assistance for repairs or other adjustments to their equipment while on the Track.
- d) 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.
- e) Rolling Starts
 - (i) Whenever a Kart is on the Track it is forbidden to receive any assistance, other than to remove the Kart to a place of safety.
 - (ii) A Driver must maintain their grid position until the Start signal has been given and failure to do so may incur a penalty. The Starter will be in a position near the Starting area. Drivers who raise their hands unnecessarily will incur a penalty.
 - (iii) The Drivers will complete one (1) rolling laps and one (1) formation lap prior to before the Start signal will be given.
 - (iv) During the rolling lap and formation lap, yellow lights/flags will be displayed to Drivers.
 - (v) The rolling laps will end as Karts pass the Control Line the first time including when short Circuits or roll-up cut off areas are used unless the Circuit Licence defines otherwise.
 - (vi) The practice of weaving to warm Tyres during the rolling lap is permitted.
 - (vii) Karts will then cover approximately one (1) formation lap before the start may be given.
 - (viii) From the point on the Track of the Slow Down markers, the Driver on pole position must slow down significantly and then maintain a constant speed and direction to allow the whole Field to form up for the Start. From this point, the Field must form up in two lines.
 - (ix) A Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Formation Line. It is forbidden to use any course other than the Track used during the rolling or formation lap in order to try and regain their position.
 - (x) If a Driver stops for any reason during the formation Lap, the Driver will not be allowed to try and start again before the whole Field has passed them. The Driver shall start again from the back of the formation. Should the Driver try to start ahead of the Field in the hope that the leading Drivers overtake them, the Driver will be shown the black flag and be Disqualified from that Race.

- (xi) From the time that a Driver reaches the Formation Line, it is forbidden for them to overtake another Driver.
 - (xii) The Driver on pole position shall set the speed at which all Drivers shall approach the Starting area (which shall be no more than approximately 40-50% of Race speed) in anticipation of the Start signal being given.
 - (xiii) Drivers will proceed around the Track lined up in two (2) lines, at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control Line. Each line of Karts shall remain within the side by side starting lanes marked on the Track. A Driver crossing the lane before the Start signal is given will be penalised by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes (with two (2) wheels) and of 5 seconds for wholly crossing the lanes (with four (4) wheels).
 - (xiv) The Starter will give the Start signal as the Drivers approach the Control Line and only if they are satisfied with the formation and speed of the Karts.
 - (xv) The static red or yellow lights being switched off will be the Start signal and the start of the Competition.
 - (xvi) A Driver will be permitted to accelerate only after the Start signal has been given.
 - (xvii) If the Race Director/Clerk of the Course considers that a Driver has been significantly impeded as a result of the actions of another Driver, the Race Director or Clerk of the Course may abort the formation lap and recommence the starting procedure on the basis of the original grid positions and allow any impeded Driver to regain their position. The Start signal will not be given.
 - (xviii) The Starter is not required to allow any additional formation laps to allow any Driver who has lost their position to regain it.
 - (xix) 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. Any Driver who is out of their original grid position will be permitted to regain their original grid position provided this is completed prior to reaching the Formation Line, regardless of the number of Formation laps.
 - (xx) Any additional formation laps may be deducted from that Classes' scheduled Race distance at the discretion of the Race Director/Clerk of the Course and/or the Stewards.
 - (xxi) Should a significant number of Drivers not comply with the start procedure outlined above, the Race Director/Clerk of the Course will 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.
- f) Rolling Starts – when two (2) or more Classes or Divisions are competing on track together with a separation between groups.
- (i) All Drivers will be allocated into a group in a grid order with the theoretically slower Class/ Division will be arranged on the grid at the rear of the theoretically faster Class/Division
 - (ii) Whenever a Kart is on the Track it is forbidden to receive any assistance, other than to remove the Kart to a place of safety.
 - (iii) A Driver must maintain their grid position until the Start signal has been given or the green flag has been waved for the Class or Division and failure to do so may incur a penalty. The Starter will be in a position near the Starting area. Drivers who raise their hands unnecessarily will incur a penalty.
 - (iv) The Drivers will complete one (1) rolling lap and one (1) formation lap before the Start signal will be given.
 - (v) During the rolling lap and formation lap, yellow lights/flags will be displayed to Drivers.
 - (vi) The first rolling laps will end as Karts pass the Control Line the first time including when short Circuits or roll-up cut off areas are used unless the Circuit Licence defines otherwise.

- (vii) The practice of weaving to warm Tyres during the first rolling lap is permitted.
- (viii) Karts will then cover approximately one (1) formation lap before the start may be given.
- (ix) From the point on the Track of the Slow Down markers, the Driver on pole position for each group must slow down significantly and then maintain a constant speed and direction to allow the whole Field to form up for the Start. From this point, the Field must form up in two lines in their respective Groups with approximately a 25-metre gap between Class/ Divisions.
- (x) A Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Formation Line. It is forbidden to use any course other than the Track used during the roll-up or formation lap in order to try and regain their position.
- (xi) If a Driver stops for any reason during the formation Lap, the Driver will not be allowed to try and start again before the whole Field has passed them. The Driver shall start again from the back of the formation. Should the Driver try to start ahead of the Field in the hope that the leading Drivers overtake them, the Driver will be shown the black flag and be Disqualified from that Race.
- (xii) From the time that a Driver reaches the Formation Line, it is forbidden for them to overtake another Driver.
- (xiii) The Driver on pole position for each group shall set the speed at which all Drivers shall approach the Starting area (which shall be no more than approximately 40-50% of race speed) in anticipation of the Start signal being given.
- (xiv) Drivers will proceed around the Track lined up in two (2) lines, at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control line. Each line of Karts shall remain within the side by side starting lanes marked on the Track. A Driver crossing the lane before the Start signal is given will be penalised by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes (with two (2) wheels) and of 5 seconds for wholly crossing the lanes (with four (4) wheels).
- (xv) The Starter will give the Start signal as the Drivers in the first group approach the Control Line and only if they are satisfied with the formation and speed of the Karts.
- (xvi) The static red or yellow lights being switched off will be the Start signal and the start of the Competition.
- (xvii) A Driver in the first group will be permitted to accelerate only after the Start signal has been given.
- (xviii) If the Race Director/Clerk of the Course considers that a Driver in the first group has been significantly impeded as a result of the actions of another Driver, the Race Director or Clerk of the Course may abort the formation lap and recommence the starting procedure on the basis of the original grid positions and allow any impeded Driver to regain their position. The Start signal will not be given.
- (xix) The Starter is not required to allow any additional formation laps to allow any Driver who has lost their position to regain it.
- (xx) If no Start signal is given to the first group, each Driver (in all groups) must continue around the Track and maintain their reduced and constant speed until the Start signal is given. Any Driver who is out of their original grid position will be permitted to regain their original grid position provided this is completed prior to reaching the Formation Line, regardless of the number of Formation laps.
- (xxi) Any additional rolling laps may be deducted from that Classes' scheduled race distance at the discretion of the Race Director/Clerk of the Course and/or the Stewards.

- (xxii) Should a significant number of Drivers in the first group not comply with the rolling start procedure outlined above, the Race Director/Clerk of the Course and/or the Stewards will 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 5 second time penalty, which will be imposed at the completion of the Race.
 - (xxiii) Once the Start signal has been given, the race will be deemed to have commenced.
 - (xxiv) A Driver in the first group who crosses the lane before the Start signal is given will be penalised by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes (with two (2) wheels) and of 5 seconds for wholly crossing the lanes (with four (4) wheels).
 - (xxv) Drivers in all subsequent groups will continue to proceed around the Track lined up in two (2) lines, side by side and at a reduced and constant speed, with no unnecessary acceleration and/or deceleration, towards the Control line. Each Kart must enter and then remain within the side by side starting lanes marked on the Track until they after they have crossed the Control Line. For avoidance of doubt, a Driver is not permitted to accelerate until after they have crossed the Control Line.
 - (xxvi) Should a Driver in any subsequent group not comply with the rolling start procedure outlined above the Race Director/Clerk of the Course and/or the Stewards will 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.
- g) Standing Starts
- (i) Drivers will complete one (1) rolling lap and a formation lap prior to stopping on the grid in their allocated position.
 - (ii) The rolling lap will end as Karts pass the Control Line the first time including when short Circuits or roll up cut off areas are used unless the Circuit Licence defines otherwise.
 - (iii) The practice of weaving to warm Tyres during the rolling lap and the formation lap is permitted.
 - (iv) Each Driver must stop precisely in their allocated grid position at the conclusion of the formation lap.
 - (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, the Starter will commence the Start process by switching on the red or yellow light. The Start signal will be the light being switched off not less than 3 seconds or not more than 5 seconds after the red or yellow light has been switched on, at which point the Race will Start.
 - (vii) The kart must be stationary, square in the grid box and with the contact patch of its front tyres to and behind the Driver's allocated grid lines (front and sides) when the Start signal is given.
 - (viii) If a Driver is unable to Start, they must remain in the Kart and immediately notify this situation by raising their arms vertically over their head. The Starter will decide whether to Start or abort the Start of the Race
 - a. Any Driver who has been unable to Start, will be allowed to get out of their Kart and restart the kart only by their own means and after the whole Field has passed them.
 - b. If the Race has been Started, the Driver will be allowed to Start the Race.
 - c. If the Start is aborted, an additional formation lap may be ordered by the Starter before the Start procedure is recommenced.

- i. A Driver who was unable to Start will not be authorised to regain their original position in the formation and will take the Start from the back of the Starting grid.
- ii. No other Driver will be allowed to occupy their grid position which must remain vacant.

23 Restarting of Karts

- a) The restarting of a Kart on a Track 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 on a Track if the Kart is not fitted with an electric on-board starting device is not permitted other than;
 - (i) in accordance with Competition Rules Chapter 1 Rule 22 e) (viii) a); or
 - (ii) from the mechanical breakdown lane; or
 - (iii) 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 exit of the out grid. Any such assistance must be undertaken in a safe location.
- d) Other than in an Endurance Event, 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.
- e) 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 a Race commencing.

24 Race Neutralisation - Full Course Yellow

- a) The Full Course Yellow procedure outlined below will be used for National Level Meetings and may be used at State Series and below Meetings if prescribed in State Regulations.
- b) When the order is given to neutralise the Race, all Flag points will display yellow lights / waved yellow flags.
 - i) The order to neutralise the Race will be the words "FULL COURSE YELLOW".
 - ii) A "SLOW" board (yellow board with the word "SLOW" written in black) will be displayed at the Start Line and generally one other location around the Track.
 - iii) These will be displayed until immediately before racing recommences under Green Light/Flag conditions.
- c) When the Full Course Yellow order is given, and yellow lights/ waved yellow flags are displayed, all of the Karts in the Race must:
 - i) Stop racing, slow down (Refer to: Competition Rules Chapter 2 Rule 4 c) and line up behind the lead Kart in single file.
 - ii) Overtaking is strictly forbidden.
 - The sole exception to this is if a Kart slows down because of an obvious problem and cannot keep up.
 - iii) Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
- d) During the neutralised laps, the leading Kart will dictate the pace of the other Karts. All Drivers should drive at a consistent, moderate speed.
 - i) All the other Karts must remain in a tight formation. One (1) Kart length between each Kart.

- ii) Karts may enter the mechanical breakdown lane during the neutralisation.
 - They may re-join the Track only when authorised to do so by an Official.
- iii) A Kart re-joining the Track shall proceed at a moderate speed until it reaches the end of the line of Karts behind the leading Kart and must remain in that position.
- e) When the Race Director or Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags will be held immobile (they will not be waved).
 - i) This will be the signal to the Drivers that the Race will resume the next time that the Karts cross the Control Line.
 - ii) The "SLOW" boards will be withdrawn.
 - iii) The Driver of the leading kart shall set the speed at which all Drivers shall approach the Starting area (which shall be no more than approximately 40-50% of Race speed) in anticipation of a Start signal being given.
 - iv) The line of Karts shall proceed towards the Control Line by driving down the centre lane marked on the Track. For the sake of clarity, the centre lane is the section of the Track between the side by side start lanes that are marked on the Track.
 - v) A Driver crossing the lane before crossing the Control Line after the Start signal is given will be penalised by the Stewards. The sole exception to this is if a Kart in front of it slows down because of an obvious problem.
 - f) The Race Director or the Clerk of the Course will give the instruction to the Starter for the resumption of the Race.
 - i) The Starter will display the Green Flag / switch the lights to Green to indicate the resumption of racing.
 - ii) Drivers may accelerate only after the green light is turned on/ green flag is being displayed.
 - iii) Overtaking is prohibited until your Kart has crossed the Start Line under Green Light / Green Flag conditions. The sole exception to this is if a Kart slows down because of an obvious problem.
 - g) Each lap completed during the neutralisation will be counted as a racing lap.
 - h) If the Race finishes during the neutralisation, the Karts will take the chequered flag as usual.

25 Race Stoppage Procedure

- a) A Race may in extreme circumstances be stopped by the Clerk of the Course by showing the red flag /lights.
- b) When the signal to stop is given to the Drivers during a Race, Karts that are still running shall immediately reduce speed, and proceed around the Track in accordance with the requirements of Competition Rules, Chapter 2 Rule 4 f).
- c) A Race that is stopped on the first lap, will be restarted.
- d) A Race that is stopped after the first lap has been completed by the lead kart, must be restarted over the remaining number of laps **or time** as determined by the Chief Timekeeper and approved by the Stewards, unless; at least 50% of the Race has been completed by the leading Kart at the time that the signal to stop was given, in which case the Race will be declared.
 - (i) The Race classification will be determined by the Chief Timekeeper at the end of the penultimate lap before the lap in which the signal to stop the Race was given.
 - (ii) The Race will be deemed to have finished when the leading Kart crossed the Line for the penultimate time for the Race was stopped.
 - (iii) Any Driver whose Kart was stationary when the signal to stop the Race was given will not be classified as a finisher;
- d) Any Driver who is stationary when the signal to stop the Race was given will not be permitted to Compete in the restart of that Race. This is not subject to Protest or Appeal.

- e) 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.
- f) 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.
- g) A Kart which is considered by the Chief Scrutineer to be unsafe will not be permitted to Compete in the re-start of that Race. This decision is not subject to Protest or Appeal.

26 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 Timekeeper, excluding any Driver who:
 - (i) was stationary when the signal to stop the Race was given and
 - (ii) are not permitted to Compete in the restart by the Chief Scrutineer.
- b) If the Chief Timekeeper does not have a complete record of all starters, the Stewards may restart the Race in the original order, excluding any Driver who was stationary when the Race was stopped and those who are not permitted to Compete in the restart by the Chief Scrutineer.
- c) A Race that is stopped on the first lap, will be restarted (the New Race) in accordance with the following Rules.
 - (i) The length of the New Race will be the full Race distance.
 - (ii) The original grid order, excluding any Driver who was stationary when the Race was stopped and those who are not permitted to or are unable to Compete in the New Race by the Chief Scrutineer will apply.
 - (iii) A Driver in a New Race that is started using a rolling Start will be allowed to close up any gap originally filled by a Driver who is not permitted to or is unable to Compete in the New Race before the Start signal is given.
 - (iv) No Driver in a New Race that is started using a standing Start will be allowed to occupy the grid position of a Driver who is not permitted to or is unable to Compete in the New Race. Their grid position must remain vacant.
 - (iv) The normal Start procedures will apply.
- d) If a re-start is to be conducted over the laps remaining, the re-start is to be in single file.
 - (i) 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.
 - (ii) Once the first Kart has crossed the Baulk Line, the other Drivers will have one (1) lap to clear the grid. The one (1) lap will end once the peloton of Karts has passed the out-grid gate.
 - (iii) A Competitor's nominated pit crew may undertake work on a Kart which is not able to start during this one (1) lap period.
 - (iv) A Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Formation Line. It is forbidden to use any course other than the Track used during the roll-up or formation lap in order to try and regain their position.
 - (v) If a Driver stops for any reason during the formation Lap, the Driver will not be allowed to try and start again before the whole Field has passed them. The Driver shall start again from the back of the formation. Should the Driver try to start ahead of the Field in the hope that the leading Drivers overtake them, the Driver will be shown the black flag and be Disqualified from that Race.
 - (vi) From the time that a Driver reaches the Formation Line, it is forbidden for them to overtake another Driver.
 - (vii) The practice of weaving to warm Tyres prior to the Slow Down line during the roll-up lap is permitted.

- (viii) The Driver who was leading the Race at the time of the stoppage shall set the speed at which all Drivers shall approach the Starting area (which shall be no more than approximately 40-50% of Race speed) in anticipation of a Start signal being given.
- (ix) The line of Karts shall proceed towards the Control Line by driving down the centre lane marked on the Track. For the sake of clarity, the centre lane is the section of the Track between the side by side start lanes that are marked on the Track.
- (x) A Driver crossing the lane before crossing the Control Line after the Start signal is given will be penalised by the Stewards. The sole exception to this is if a Kart in front of it slows down because of an obvious problem.

27 Finishing

- 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 displayed before the leading Kart completes the scheduled number of laps or before the prescribed time has elapsed, the Race shall be deemed to have finished when the leading Kart last crossed the Finish Line before the chequered flag was displayed.
 - (ii) Should the display of the chequered flag be delayed for any reason, the Race will be deemed to have finished when, **it should have finished**, ~~under normal circumstances, the end of the Race would have been decided if there had been no delay.~~
 - (iii) If the Race is stopped by the use of a red flag/light and is declared a Race, the Race classification will be determined by the Chief Timekeeper at the end of the penultimate lap before the lap in which the signal to stop the Race was given.
 - (iv) Any Driver whose Kart was stationary when the Race was stopped will not be classified as a finisher;
 - (v) 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.

28 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.

29 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 a random draw:
 - 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, will be determined by the Competitor with the faster qualifying time.
 - Equal points for a position in a final placing in an Event will be determined by the Competitor with the higher placing in the last section of the Event.

30 Official Presentation

- a) All Drivers who qualify for an award at an International or National level Competition (National Championship, National Series, State Championship and National Cup) 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**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) Wherever in these Rules reference is made to a flag marshal, it shall also mean reference to a safety light operator.
- e) When using lights at a flag point at a Track, an Official may also be present, if determined by the Clerk of the Course and approved by the Stewards.
- f) 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 Circuit Inspector.

3 Flag and Light Size

- a) Flag sizes are to be a Minimum of 500mm x 500mm.
- b) Safety Lights are to be a minimum of 200 sq cm in size

4 Flag Signals

The following flag signals will be obeyed by Drivers during Competition or practice.

**a) National Flag:**

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

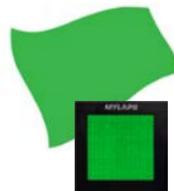
**b) Green with Yellow Chevron:**

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.



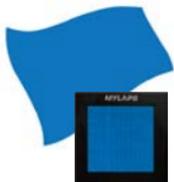
c) Yellow: A Yellow Flag / yellow light is the signal of danger ahead.

- (i) Reduce your speed, do not overtake and be prepared to change direction. There is a hazard ahead.
- (ii) Overtaking is not permitted between the first yellow flag / light and the next operational flag point that is not displaying a yellow flag/light.
- (iii) To assist following Drivers and if it can be done with safety a Driver should raise one arm to indicate that the Driver is slowing for the yellow flag.
- (iv) Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these Rules.



d) 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).



e) Blue:

A Blue Flag / light signifies that you are about to be lapped by one or more Drivers. 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.



f) Red:

A Red Flag / red light is used when it has been decided to stop a session or a Race. It means that all racing must cease. No overtaking is permitted. Drivers will indicate by raising their arm and return to the area designated in Supplementary Regulations and/or advised in the Drivers Briefing 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. Red lights may be used in addition to the red flag.



g) 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.

**h) Blue and Red Double Diagonal:**

- (i) This flag, at the discretion of the Clerk of the Course / Stewards, together with an appropriate board showing the Kart number/s, will be displayed to the Drivers/s who are about to be or have been lapped.
- (ii) On receiving this flag, the Driver must stop racing, move off the racing line so as not to impede the progress of any other Drivers 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 Drivers that they are leaving the Track.
- (iii) A Driver who obeys this flag will be classed as a finisher and will be awarded a finishing position in the Race.
- (iv) A Driver who fails 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 Driver. The Driver, will report immediately to the Clerk of the Course or assistants. The Driver will be penalised with Disqualification 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.

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

If this flag, together with a panel upon which the Driver's Kart number is displayed to the Driver concerned, it indicates that the Driver is being observed for unsportsmanlike behaviour. The Driver must report to the Clerk of the Course or Steward immediately after the Race. A signal board of similar dimensions to the flag and panel displaying the Driver's Kart number may also be used.

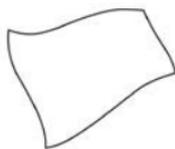
**j) Black Flag:**

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. 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 Driver receives the black flag they are to return to the mechanical breakdown lane / in grid safely, prior to or immediately following completion of the next lap. The Driver may not re-enter the Race. The flag shall not be displayed on either the penultimate lap or the last lap of a Race. The Driver must report to the Clerk of the Course or Steward immediately after returning to the in Grid. A signal board of similar dimensions to the flag and panel displaying the Driver's Kart number may also be used.



k) Black and Orange Disc:

This flag is displayed together with a panel upon which the Drivers' 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 or immediately following completion of the next lap. This order shall be given only through the Clerk of the Course and/or Steward. The flag shall not be displayed on either the penultimate lap or the last lap of a Race. At events where the Supplementary Regulations permit the use of an approved mechanical breakdown lane (as approved by the Circuit 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. A signal board of similar dimensions to the flag and panel displaying the Driver's Kart number may also be used.



l) 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.



m) Black and White Chequered:

- (i) The display of the black and white chequered flag will indicate the end of the race as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- (ii) As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- (iii) The race finishing order will be as Karts cross the Finish Line on the lap when the black and white chequered flag is displayed.
- (iv) After having received the signal indicating the end of the Race and having cleared the Finish Line, the Driver must stop racing.
- (v) All karts shall directly go to the Parc Fermé in the order of their finishing position, using the normal course of the Track, without any unnecessary delay, without stopping and without any help (except that of Marshals if necessary).
- (vi) Drivers' must remain seated in the normal driving position in their Kart upon entering the In Grid at the completion of a session until a direction to exit their Kart is given by an Official. A Driver who leaves their seat before the instruction to exit their kart is given may receive a penalty. Recommended Minimum Penalty – two (2) places.
- (vii) Any kart classified as a finisher that stops after crossing the Finish Line or is unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner or will be authorised by the Clerk of the Course/ Race Director to be taken to Parc Fermé by a member of the Driver's Pit Crew.
- (viii) From the moment the Driver receives the Chequered flag until the Driver and/ or their Kart is released from Parc Fermé the Driver and their Kart is under Parc Fermé Conditions, No alteration or adjustments to their kart, equipment, or other material are permitted to be made by any unauthorised person.

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 - Exceeding Track Limits

- a) Drivers must use the Track at all times.
- b) Should a Kart leave the Track for any reason, the Driver may re-join the Track, however, this may only be done when it is safe to do so and without gaining any advantage and subject to the following:
 - (i) Positional Advantage (having passed one or more karts)
 - 1) Should a Driver gain any positions as a consequence of having left the Track, they will immediately, when safe to do so allow the Karts that they were trailing at the time of leaving the Track to re-overtake them.
 - (ii) Relative Track Position (having gained significant Track advantage by short cutting the Track but not having passed another kart)
 - 1) Should a Driver gain a significant relative Track position on the Kart in front of them, but not having passed another Kart, they will immediately, when safe to do so allow the Kart in front of them to regain the approximate gap that they held prior to the Driver leaving the Track.
- c) A Driver who exceeds Track Limits may be penalised.
- d) 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.
- e) 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 (i.e. within the outer edges of the white lines defining the track edges).

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 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.
- d) Overtaking, according to the circumstances, may be carried out either on the right or the left.
- e) 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.

5 Overlap and Passing Overlap

- a) Overlap means that the front of the nosecone of a Kart has reached the point of being alongside or further forward than the rear wheel protection or the rear edge of the rear wheels on a Kart that is in front of it on the 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, they may not move across to block the inside line to the corner during the braking phase. In other words they 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, they must clearly do so prior to the initial braking point. They 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 Track and should not be pushed off the 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 that is 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.
- b) Consistent defending your position on the last lap of a Competition will be tolerated.

10 Inappropriate Driving

- a) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may incur a penalty.
- b) The following actions may be considered to be inappropriate driving and may incur a penalty:
- Any manoeuvres liable to hinder other Drivers such as more than one (1) change of direction to defend a position;
 - Running any Kart off the Track as you overtake;
 - Deliberate crowding of any Kart beyond the edge of the Track;
 - 'Weaving' while racing on the straight;
 - Braking unexpectedly on a straight;
 - Deliberate rapid deceleration of a Kart on a straight;
 - 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 Track by its Driver, even temporarily, shall be considered as withdrawn from the Race.

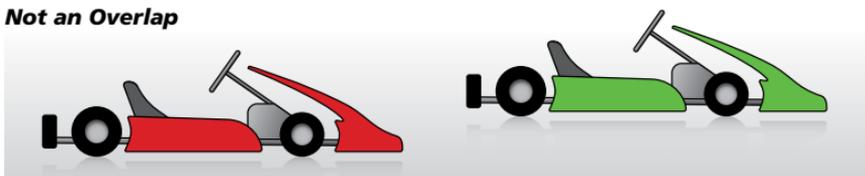
12 Entrance to the Pit Lane (To The Repairs Area Or To The Pits/Paddock)

- a) 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'.
- b) 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.
- c) Any Driver intending to leave the Track or to enter the pit lane, pits or the paddock or the repairs area shall signal their intention in good time and should make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards), the crossing, in any direction, of the line separating the pit entry deceleration zone and the Track is prohibited.

- e) Except in cases of force majeure (accepted as such by the Stewards), 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.

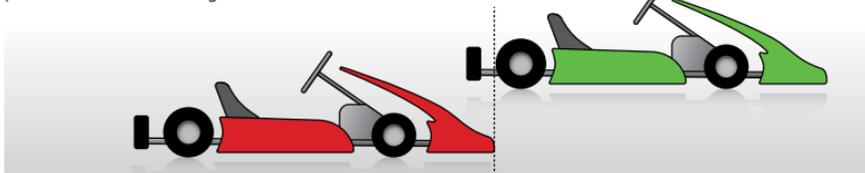
13 **Overlap and Passing**

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.



Licences

1 Grant of a Licence

- a) A person must at all times hold a current Drivers Licence issued or recognised by KA in accordance with these Rules, to be eligible to drive a Kart on a Track.
- b) In order to participate in a Competition:
 - (i) a Driver must be the holder of a current Driver's Competition Licence issued or recognised by KA; and
 - (ii) if a Driver is under the age of eighteen (18) years old, they must be entered into a Competition by their legal guardian who must be the holder of either a Participants Licence or the holder of a Senior Drivers Competition Licence and who is over eighteen (18) years old.
- c) KA issues, manages and records all KA issued licences using the KOMP
- d) 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 only in special circumstances; and
 - that they produce 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 Drivers Licence at any one 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 keep informed of the Rules and any subsequent amendments to the Rules, Policies and procedures as may apply from time to time.
 - (vi) Notwithstanding anything in these Rules, KA may, in writing, waive the necessity for Competitors Participants 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.
- e) No person authorised by their parent ASN to apply for a KA Licence may hold a licence from that ASN valid for the same year

2 Discretion To Grant A Licence And Make a Certification

- a) In all circumstances, the final decision to grant or to refuse a Licence Application or the upgrading of a Licence is at the sole discretion of KA and/or an SKA.
- b) KA and/or an SKA may make any certification as they see fit and at their sole discretion on a licence page in the KOMP without stating any reasons for doing so.
- c) In the event of a dispute between KA and an SKA as to whether a Licence should be granted to an Applicant and/or a certification made on the Applicant's Licence page on KOMP, the opinion of KA shall prevail.

3 Digital Licence

- a) All Licences will be issued by KA in digital format and will be:
 - (i) Available for the Licence Holder to download on their smartphone to the Karting Australia App; or
 - (ii) Available to be printed from the KA website Licence portal.
- b) The digital Licence contains all of the Licence Holder's information which is relevant to KA.
- c) The digital Licence will be used in conjunction with the KOMP for identification, recording, entry and confirmation of entry at all Meetings.

4 **Licence Application Procedures - General**

- a) Applicant means a person applying for a Licence for themselves or a child.
- b) A new Licence or the renewal of an existing Licence can be processed by either:
 - (i) going to www.karting.net.au, Licence Portal by clicking on the "Apply for A Licence" link and follow the prompts; or
 - (ii) download the Karting Australia App and follow the prompts.



- c) Before you begin, you will need to have the following with you that will be used or uploaded during the Licencing process:
 - (i) Passport style photo that complies with [KA's Licence and Accreditation Photographic Requirements](#).
 - (ii) A current Mastercard or Visa Card.
 - (iii) If you are taking out the first-time Licence for a child (a person under the age of 18 years), a copy of the child's Birth Certificate must be uploaded at the time of applying for the child's first Licence.
- d) Select the type of Licence that you wish to take out for the first time or renew:
 - (i) Annual Driver's Competition Licence
 - (ii) Annual Driver's Recreational Licence
 - (iii) 8 Day Driver's Competition Licence
 - (iv) Participant's Licence
 - (v) Race Officials Licence
 - (vi) Karting Activity Controller
 - (vii) Pit Crew Licence
 - (viii) Media Accreditation
 - (ix) Introductory Driver's Licence (e.g. Bring a Mate, Junior Sprockets, Give Karting A GO (Come and Try), Girls Race Too Programs)
- e) The Applicant must pay any Licence fee that is applicable.
- f) The Applicant must confirm acceptance of the "Karting Australia Risk, Warning, Disclaimer and Indemnity Agreement" for a Licence to be able to be issued.
- g) Making a false or misleading statement on the licence application form, or the wilful omission from 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.

5 **Application for a Driver's Licence (Competition, Recreational)**

- a) An Applicant for a new or renewed Drivers Licence (the Applicant) must be a member of a Club and must remain a financial member of a Club during the term of the Licence. A Driver's Licence application for a person under the age of eighteen (18) years old (a Child), must be made by a parent or legal guardian of the Child.

6 **Application for a Participant's Licence**

- a) An Applicant for a Participant's Licence may be a member of an affiliated Club, but in all circumstances for the purpose of the Participant's Licence the person shall be deemed to be a Member pursuant to Rule 5 of the Constitution.
- b) The holder of a Participant's Licence must be at least eighteen (18) years of age.

7 **Application for an Official's Licence**

(Refer – General Rules, Chapter 7, Rule 31 and KA Policy P25)

- a) An Applicant for an Officials Licence may be a member of an affiliated Club.
- b) A Junior Official's Licence Application must be made by a parent or legal guardian of the Junior Official.

- c) An Applicant for a Senior Race Official's Licence will be required to provide proof:
 - (i) of the satisfactory completion of Basic Training or ongoing Development Training as an Official to the SKA or KA; and
 - (ii) that they have applied for and obtained a Working With Children Check for the state in which they intend to Officiate.

8 Application for a Karting Activity Controller Licence

(Refer Policy P24)

- a) An Applicant for a Karting Activity Controller's Licence may be a member of an affiliated Club, and will be required to provide proof:
 - (i) of the satisfactory completion of the KAC Core Courses in the KA Officials Academy and the Sports Integrity Australia Courses to the SKA or KA; and
 - (ii) that they have applied for and obtained a Working With Children Check for the state in which reside in accordance with Policy P24.

9 Application for an 8-Day Licence

- a) An Applicant for an 8-Day Licence may be a member of an affiliated Club, but in all circumstances for the purpose of the 8-Day Licence the person shall be deemed to be a Member pursuant to Rule 5 of the Constitution.
- b) The person may be issued with no more than one (1) 8-Day Licence each Year.
- c) Unless otherwise approved by KA, an 8-Day Licence is only permitted to be used in Club Competition or for a Karting Activity.

10 Application for a Pit Crew Licence

- a) An Applicant for a Pit Crew Licence may be a member of an affiliated Club, but in all circumstances for the purpose of the Pit Crew Licence, the person shall be deemed to be a Member pursuant to Rule 5 of the Constitution.
- b) For persons including mechanics, pit crew, parents and guardians who seek access to the Circuit, the in grid, the out grid, scrutineering, and Parc Fermé areas.
- c) These licences are only required for National Championship and National Series Meetings.

11 Application for Media Accreditation

- a) An Applicant for a Media Accreditation may be a member of an affiliated Club, but in all circumstances for the purpose of the Media Accreditation, the person shall be deemed to be a Member pursuant to Rule 5 of the Constitution.
- b) Media Accreditation provides the holder with access rights and privileges (as determined by the Organiser of an Event) to make recordings at an Event which are not normally available to spectators at that Event. It does not guarantee entry to an Event which is at the discretion of the Event Organisers.
- c) An Applicant for a Media Accreditation will be required to provide proof to KA that they have applied for and obtained a Working With Children Check for the state in which they intend to work.

12 Assumed Name

- a) If a licence is requested in an assumed name, special application shall be made to KA which may, at its sole discretion, 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.

13 Medical Requirements – National Licences

- a) Introduction
 - i) KA has developed medical standards that are to ensure the safety of all individuals who participate in karting activity including: Drivers, Officials and spectators.
- b) Medical Questionnaire
 - i) The Medical Questionnaire must be completed by an Applicant for a Driver's Licence to drive any type of Kart.
 - ii) The Medical Questionnaire is a series of questions that the Applicant is required to answer fully and truthfully on their licence application on KOMP.
 - iii) If the Applicant answers 'Yes' to any of the questions on the Medical Questionnaire, they will be required to undergo a full Medical Examination before a Licence can be issued.
- c) Medical Examination
 - i) A Medical Examination is required for:
 - 1) any Applicant who ticked 'Yes' to any of the questions in the Medical Questionnaire; and
 - 2) any Applicant applying for and/or renewing an A Grade Senior Licence in accordance with the requirements of the Medical Standards.
 - ii) A Medical Examination of an Applicant must be completed by a Licenced Medical Practitioner.
 - iii) It is strongly recommended that the Medical Examination be performed by a Medical Practitioner who is familiar with the Applicant's medical history.
 - iv) The examining Medical Practitioner must be aware that the Applicant is applying for a licence to participate in Karting activities and events.
 - v) The purpose of the Medical Examination is to determine whether the Applicant is physically and mentally FIT to control a Kart in order to ensure the safety of the Driver, other Drivers, Officials and spectators during a Karting Activity and or Competition.
 - vi) All medical clearances of an Applicant by a treating doctor or doctors and/or a specialist or specialists must be in writing and clearly state:
 - 1) the medical diagnosis; and
 - 2) the severity/degree of impairment; and
 - 3) the treatment that the Applicant is currently undergoing or if such treatment has ceased, the date upon which it ceased; and
 - 4) any medication that the Application is currently taking; and
 - 5) whether, in the opinion of that doctor, the Applicant is:
 - a. Fit; or
 - b. Unfit; or
 - c. Unable to Comment on the Applicants suitability to control a Kart

14. Medical Requirements - International Licences

- a) An Applicant for an International Licence is required to fulfil the Medical Requirements of the FIA International Sporting Code.
- b) An Applicant exchanging a Driver's Licence issued by a foreign ASN are still required to undergo a KA Medical Examination in accordance with the FIA International Sporting Code
- c) Depending upon an Applicant's medical history or current medical status, KA may not be able to issue them with a Driver's Licence.

15 Temporary Cancellation or Cancellation of a Licence on Medical Grounds

- a) If it is the opinion of the Stewards, that a Driver is suffering from any illness, injury, disability

- temporary or recurrent medical condition, which may affect the Driver's ability to safety control a Kart at all times, the Stewards, must:
- (i) advise the Driver that they shall not drive on a Track until such time as the Driver is fit to drive in Competition; and
 - (ii) report their decision to KA or the SKA in the Stewards Report from the Meeting
- b) KA or an SKA on behalf of KA may temporarily cancel a Driver's Licence if it becomes aware that the Driver may suffer from a medical condition which could affect the applicant's control of the Kart.
- (i) KA or the SKA will advise the Driver or in the case of a child, their parent or legal guardian that the licence will be temporarily cancelled until the Driver consents to and undergoes a medical examination by a suitably qualified Medical Practitioner nominated by the KA National Medical Officer.
 - (ii) The examining Medical Practitioner must be aware that the Driver has been and wishes to participate in future Karting activities and events.
 - (iii) The purpose of the Medical Examination is to determine whether the Driver is physically and mentally fit to control a Kart in order to ensure the safety of the Driver, other Drivers, Officials and spectators during a Karting Activity and or Competition.
 - (iv) A written report from the Medical Examination that will be provided to the National Medical Officer for consideration, must clearly state:
 - 1) the medical diagnosis of the Driver; and
 - 2) the severity/degree of any impairment that the Driver may have; and
 - 3) the treatment that the Driver is currently undergoing or if such treatment has ceased, the date upon which it ceased; and
 - 4) any medication that the Driver is currently taking; and
 - 5) whether, in the opinion of that doctor, the Driver is:
 - a. Fit; or unfit; or
 - b. Unable to Comment on the Driver's suitability to control a Kart.
- c) The Medical Examination shall be paid for by the Driver.
- d) Upon receipt of written medical report, the National Medical Officer will provide advice to KA on whether the Driver's licence should be:
- i) re-issued with or without conditions of its use attached to it; or
 - ii) cancelled for a further specified period, indefinitely or permanently;

16 Safety Training Requirements

- a) At the time of applying for a new Driver's Licence, all new Applicants must view and acknowledge their understanding of the Safety Training Video and read and acknowledge their understanding of the Safety in Karting Requirements in accordance with KA's Pre Racing Safety Policy and Procedure.
- b) Unless otherwise approved by KA, a Cadet aged Driver must be registered for and participate in at least eight (8) Karting Activities of no less than 1 hour duration **on a minimum of eight (8) separate days**, on a KA licenced track prior to undertaking an ODS.

17 Observed Driving Session (ODS)

- a) All New Drivers must undertake and successfully complete an ODS at the Club prior to being permitted to Compete on a Circuit. Prior to being able to **enter Compete** at a Meeting, a person must successfully undertake an ODS.
- b) A person must have successfully completed the Safety Training Requirements prior to undertaking an ODS.

- c) An ODS can be arranged through a Club.

18 Withdrawal of a Licence

- a) KA may withdraw at its sole discretion a licence in accordance with the Rules, KA Policies and Procedures in which case the licence is no longer valid.

19 Licence Expiry Dates

- a) Other than International Driver's Licence, and a Participant's 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 shown on the licence.
- c) An International Driver's Licence, and a Participant's Licence will expire on 31 December each year and will be required to be renewed on 1 January or before the first time that it is used, whichever is the earliest date.
- d) A Licence that has expired for a period of more than thirty (30) days will be considered to have lapsed.
- (i) At the time that the Licence Holder reinstates their Licence, the fee payable to the SKA will be that of a New Licence.
- (ii) 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.
- e) 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 licence.

20 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 may authorise a licence holder to participate in a Meeting without producing their licence provided the Stewards are satisfied a valid licence is held as verified by the KOMP.

21 "P" Plate Use

- a) When either an 8-Day, E Grade or D Grade licence is first issued to a Driver, the Driver must display a "P" plate in a location adjacent to their competition number at all times whilst they are on a Track. A Driver who holds an E Grade or D Grade licence or who has any specific condition or conditions applied to their licence by KA or an SKA, which for the sake of clarity may include a medical condition or conditions that do not preclude the Driver from driving a kart must clearly display a "P" plate on the rear of the Kart 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 been upgraded to the next level of licence or other conditions as outlined in part a) are no longer relevant.

22 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) Be invited by KA to compete in the Meeting; and
- (ii) Hold a current licence issued by Kartsport New Zealand, a Kartsport New Zealand Visa and Kartsport New Zealand Medical Card; or
- (iii) Hold a Minimum of an International licence issued by a foreign ASN and obtain approval to Compete from the ASN that issued their licence; or
- (iv) Hold a current licence at the appropriate level issued by a foreign ASN and obtain approval to Compete from the ASN that issued their licence.
- 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.

23 Licence Categories Issued by KA

- a) Drivers licences
 - (i) Cadet 9
 - From the date of a person's sixth (6th) birthday until the date of their tenth (10th) birthday.
 - Conditions apply for a person between their sixth (6th) birthday and seventh (7th) birthday.
 - (ii) Cadet 12
 - From the date of a person's ninth (9th) birthday until the date of their thirteenth (13th) birthday.
 - (iii) Junior
 - From the date of a person's eleventh (11th) birthday until the date of their sixteenth (16th) birthday.
 - (iv) Senior
 - C, B and A Grade - From the date of a person's fourteenth (14th) birthday and over.
 - E and D Grade - From the date of a person's fifteenth (15th) birthday and over.
 - (v) Vintage
 - From the date of a person's fifteenth (15th) birthday
 - (vi) 8-Day Licence
 - A person may be issued with an 8-Day licence which may only be used at one (1) Meeting only.
 - An 8-Day Licence will be valid until 11:59pm on the eighth (8th) day after its issue.
- b) In the case of a Driver whose birthday falls during a Meeting, the category of their Driver's Licence will not change until the completion of the Meeting.
- c) Participants Licence
 - (i) For the parents and/or legal guardians of Drivers under the age of 18 years who do not hold a current Driver's Licence.
 - (ii) This licence is required to enable such parents and/or legal guardians to apply for a Licence upgrade and to enter a Driver who is under the age of eighteen (18) years into a Meeting.
- d) Pit Crew Licence
 - For persons including mechanics, pit crew, parents and guardians who seek require access to the Circuit, the in grid, the out grid, scrutineering and Parc Fermé areas.
 - These licences are only required for National Championship and National Series Meetings.
- e) FIA-CIK International E, F and G Competition Licences
 - (i) For persons who hold the highest-grade National Driver's Licence.

24 Licence for Driver with disabilities

- a) Irrespective of the problems raised by illnesses and/or disqualifying visual disorders which preclude the issuing of a licence, any person with an acquired or congenital disability may apply to obtain a Licence for Drivers with disabilities. A Driver who has a disability must have their application approved by the Chief Medical Officer. A Drivers who has a disability must have their application approved by the Chief Medical Officer.
- b) The Driver's licence must be endorsed outlining the disability and any consequential restrictions placed on the Driver to enable them to safety control a Kart. The Driver may, upon the advice of the Chief Medical Officer, be required to display a "P" plate on the rear of their Kart at all times whilst they are on a Track.

25 Licence Grading

- a) KA issues the following Grades of National licences, which are listed from the lowest level through to the highest:
- 8-Day: Issued for a Maximum period of eight (8) days. May only be used to participate in one (1) Competition. Unless otherwise approved by KA on the basis of a Driver's previous or current racing experience, the holder of this licence is only permitted to drive a Kart in accordance with the relevant table in these Rules. The Driver is not eligible to obtain a Licence certification.
 - 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.
 - E Grade: Issued for Social and recreational karting. Drivers over the age of 7, are permitted to Compete in one (1) Class/Division in a single Meeting each year using an E Grade licence. For the avoidance of doubt, this single meeting may be a Club Competition or in a Vintage Karting Event. The holder of this licence is only permitted to drive a Kart in accordance with the relevant table in these Rules.
 - E-A Grade, E-B Grade, E-C Grade: Subject to previous racing experience and to these Rules, the applicant must have within the previous three (3) years held an A Grade, B Grade or C Grade Licence, are permitted to Compete in one (1) Class/ Division in a single Meeting each year using an E Grade licence. For the avoidance of doubt, this single meeting may be a Club Competition or in a Vintage Karting Event. The holder of any of these licences is only permitted to drive a Kart in accordance with the relevant table in these Rules.
Eg: E-A Grade can drive any Kart listed in A Grade.
 - D Grade: Subject to previous racing experience and to these Rules, new applicants for a Licence will be issued a D grade Licence.
 - Cadet 9 and 12
This Licence will be classed as Provisional until the Licence Holder has successfully completed the Safety Training Requirements and an Observed Driving Session prior to Competing at a Meeting.
 - Junior and Senior
This Licence will be classed as Provisional until the Licence Holder has successfully completed an Observed Driving Session prior to Competing at a Meeting
 - C Grade: Subject to previous racing experience and to these Rules, the applicant must have previously held a D grade Licence.
 - B Grade: Subject to previous racing experience and to these Rules, the applicant must have previously held a C grade Licence.
 - 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
- A Driver can only obtain one (1) licence certification at a Meeting.
 - Licence certifications may be requested via the KOMP at the time of entry for a Meeting or confirmation of entry for a Meeting.
 - Licence certifications will not be considered if a Driver has
 - failed to satisfactorily complete 75% of the Event. In the case of a DNF, number of laps completed may be counted
 - failed to respect the light / flag signals
 - been found guilty of a breach of the Code of Driving Conduct during the Event

- been Disqualified 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, the Participant/Driver may apply via the KOMP, to the SKA for a licence upgrade. The application must be made no more than two (2) years from the date that the upgrade conditions were met.
- (v) KA may at its sole discretion grant an exemption 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, Competitions 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.
 - If a Driver Competes in another country with a higher level of licence, they may at the absolute discretion of KA be permitted to downgrade in order to Compete in the same licence level that they held immediately prior to racing in such other country.
- c) Downgrading Licence
- (i) KA may at its sole discretion grant exemptions to the down grade criteria where it considers that an exemption is warranted.
- (ii) A Driver wishing to downgrade their licence (from A to B or B to C) must apply to the KA Licence Review Panel.
- (iii) This application must include the reasons why the Driver wishes to downgrade their licence.
- (iv) The application must be submitted on the Licence Review form available from www.karting.net.au or the KA National Office.

26 Cadet 9 Licence Criteria

Licence Level	Cadet 9			
Licence Grade	8-Day	E	D	C
Minimum Age	Date of 6th Birthday NOTE: Valid for Practice at a Club Only		Date of 7th Birthday	
Maximum Age	Date of 10th Birthday			
Application Requirements	Must be a Member of a Club or be deemed to be the holder of a current membership of an affiliated Club in accordance with the Rules.			
	Must complete Licence Application			
	Date of Birth Required	Copy of Birth Certificate Required		
Pre Licence Conditions	Satisfactorily complete Safety Training Requirements			
	If 7 years old and over Successfully Completed Observed Driving Session prior to Competing at a Meeting.		If 7 years old and over Successfully Completed Observed Driving Session prior to Competing at a Meeting.	Have held a D Grade Licence and meet upgrade conditions
Upgrade Conditions to the next Level of Licence				Satisfactorily Compete at four (4) Meetings with a D Grade licence
				Must have Licence endorsed at the end of each Meeting
				Must apply to State Secretary via KOMP
Eligible Classes	<ul style="list-style-type: none"> • Cadet 9 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 9 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 9 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 9 • Cadet 4SS • MicroMax
Eligible Meetings	<ul style="list-style-type: none"> • If between 6 and 7 years old – Valid for practice only and Not eligible to Compete in a Meeting. 		<ul style="list-style-type: none"> • State Series and below 	<ul style="list-style-type: none"> • National Championship and below
	<ul style="list-style-type: none"> • Club: If between 7 and 9 years old may Compete in one (1) Meeting a year after successfully completing ODS 			
Other Conditions	<ul style="list-style-type: none"> • Must Display "P Plate on Kart at all times* 			

27 Cadet 12 Licence Criteria

Licence Level	Cadet 12					
Licence Grade	8-Day	E	D	C	B*	
Minimum Age	Date of 9th Birthday					
Maximum Age	Date of 13th Birthday					
Application Requirements	Must be a Member of a Club or be deemed to be the holder of a current membership of an affiliated Club in accordance with the Rules.					
	Must complete Licence Application					
	Date of Birth Required	Copy of Birth Certificate Required				
Pre Licence Conditions	Satisfactorily complete Safety Training Requirements			Have held a D Grade Licence and meet upgrade conditions		
	Successfully Completed Observed Driving Session prior to Competing at a Meeting.		Successfully Completed Observed Driving Session prior to Competing at a Meeting.			
Upgrade Conditions to the next Level of Licence				Satisfactorily Compete at four (4) Meetings with a D Grade licence		
				Must have Licence endorsed at the end of each Meeting		
				Must apply to State Secretary via KOMP		
Eligible Classes	<ul style="list-style-type: none"> • Cadet 12 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 12 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 12 • Cadet 4SS 	<ul style="list-style-type: none"> • Cadet 12 • Cadet 4SS 		
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing ODS		<ul style="list-style-type: none"> • State Series and below 	<ul style="list-style-type: none"> • National Championship and below 		
Other Conditions	Must Display "P Plate on Kart at all times*			*B Grade only applies if sufficient certifications have been received prior to 31 December 2022		

* Ref. Competition Rules Chapter 4 Rule 14 a)

28 Junior Licence Criteria

Licence Level	Junior					
Licence Grade	8-Day	E	D	C / E-C	B / E-B	A / E-A
Minimum Age	Date of 11th Birthday (*See Note below - Class restrictions may apply)					
Maximum Age	Date of 16th Birthday					
Application Requirements	Must be a Member of a Club or be deemed to be the holder of a current membership of an affiliated Club in accordance with the Rules.					
	Must complete Licence Application					
	Date of Birth Required	Copy of Birth Certificate Required				
Pre Licence Conditions	Satisfactorily complete Safety Training Requirements			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 Driving Session prior to Competing at a Meeting.		Successfully Completed Observed Driving Session prior to Competing at a Meeting.	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 in a Junior Class
				Must have Licence endorsed at the end of each Meeting		Top 3 finish in a State Championship in a Junior Class
				Must apply to State Secretary via KOMP		
Eligible Classes	<ul style="list-style-type: none"> • KA3 Junior • 4SS Junior • 4SE Junior • Yamaha Junior 	<ul style="list-style-type: none"> • KA3 Junior • 4SS Junior • 4SE Junior • Yamaha Junior 	<ul style="list-style-type: none"> • KA3 Junior • 4SS Junior • 4SE Junior • Yamaha Junior 	<ul style="list-style-type: none"> • KA3 Junior • 4SS Junior • 4SE Junior • Yamaha Junior 	<ul style="list-style-type: none"> • KA2* • KA3 Junior* • Junior Performance* • Junior Max* • 4SS Junior • 4SE Junior • Yamaha Junior 	<ul style="list-style-type: none"> • KA2* • KA3 Junior* • Junior Performance* • Junior Max* • 4SS Junior • 4SE Junior • Yamaha Junior

table continued overleaf

Junior Licence Criteria (Continued)

Licence Level	Junior					
Licence Grade	8-Day	E	D	C	B	A
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing ODS	<ul style="list-style-type: none"> • State Series and below • 4SE Meetings 	<ul style="list-style-type: none"> • National Championship and below • 4SE Meetings 			
Other Conditions	Must Display "P Plate on Kart at all times"				NOTE *: Minimum age to Compete or Drive a Kart in these Classes is date of twelfth (12th) birthday.	

* Ref. Competition Rules Chapter 4 Rule 14 a)

29 Senior Licence Criteria

Licence Level	Seniors					
Licence Grade	8-Day	E	D	C / E-C	B / E-B	A / E-A
Minimum Age	Date of 15th Birthday			Date of 14th Birthday		
Maximum Age	N/A					
Application Requirements	Must be a Member of a Club or be deemed to be the holder of a current membership of an affiliated Club in accordance with the Rules.					
	Must complete Licence Application					
	Date of Birth Required	Copy of Birth Certificate Required (if under 18 years of age)				
Pre Licence Conditions	Satisfactorily complete Safety Training Requirements			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 Driving Session prior to Competing at a Meeting		Successfully Completed Observed Driving Session prior to Competing at a Meeting	Previously held a Junior C Grade Licence	Previously held a Junior B Grade Licence	Previously held a Junior A Grade Licence

table continued overleaf

Senior Licence Criteria (Continued)

Licence Level	Seniors							
Licence Grade	8-Day	E	D	C / E-C	B / E-B	A / E-A		
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				Top 3 finish in a State Championship
				Must apply to State Secretary via KOMP				
Eligible Classes	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • 4SS Senior • 4SE Senior • Yamaha Senior 	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • 4SS Senior • 4SE Senior • Yamaha Senior 	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • All Vintage Classes • 4SS Senior • 4SE Senior • Yamaha Senior 	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • All Vintage Classes • 4SS Senior • 4SE Senior • Yamaha Senior • 4SS Super 	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • TaG 125 • X30 • Rok GP • DD2 • Open Performance • All Vintage Classes • 4SS Senior • 4SE Senior • Yamaha Senior • 4SS Super 	<ul style="list-style-type: none"> • KA3 Senior • TaG 125 Restricted • TaG 125 • X30 • Rok GP • DD2 • Open Performance • KZ2 • All Vintage Eras • 4SS Senior • 4SE Senior • Yamaha Senior • 4SS Super 		
Licence Grade	8-Day	E	D	C	B	A		
Eligible Meetings	Club - May Compete in one (1) Meeting a year after successfully completing ODS	Club - May Compete in one (1) Meeting a year after successfully completing ODS	<ul style="list-style-type: none"> • State Series and below • Vintage Meetings • 4SE Meetings 	<ul style="list-style-type: none"> • National Championship and below • Vintage Meetings • 4SE Meetings 				
Other Conditions	Must Display "P Plate on Kart at all times"							

* Ref. Competition Rules Chapter 4 Rule 14 a) **Refer Class Rules

30 *Vintage Licence Criteria*

Licence Level	Vintage
Licence Grade	V
Minimum Age	Date of 15th Birthday
Maximum Age	N/A
Application Requirements	Must be a Member of a Club or be deemed to be the holder of a current membership of an affiliated Club in accordance with the Rules.
	Must complete Licence Application
	Copy of Birth Certificate Required (if under 18 years of age)
Pre Licence Conditions	Satisfactorily complete Safety Training Requirements
	Successfully Completing Observed Driving Session
Eligible Classes	All Vintage Classes
Eligible Meetings	Vintage Events Only

31 *Participants Licence Criteria*

Licence	Participant
Licence Grade	N/A
Minimum Age	18 years old
Maximum Age	N/A
Application Requirements	May be a Member of a Club
	Must complete Licence Application
Required For	Applying for a Driver's Licence upgrade for a Driver under the age of eighteen (18) years
	Entering a Driver under the age of eighteen (18) years in a Meeting
Eligible Meetings	All Meetings

32 Pit Crew Licence Criteria

Licence Level	Pit Crew
Licence Grade	N/A
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 Meetings

Competition Levels and Structure

1 Hierarchy of Events

- a) A Competition conducted in accordance with these Rules will be conducted under an Organising Permit issued by either KA or SKA and will be considered to either a National, or State 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.

Competitions for which the Organising Permit is issued by KA

- (i) National Championship
- Reserved for the highest level of National Competition as determined by KA
 - Is entered on the KA National Calendar
 - 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
 - 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 Competition as recommended by an SKA and approved by KA
 - Is entered on the KA National Calendar
 - 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
 - Supplementary Regulations approved by KA
 - Unless otherwise approved by KA, will be a special one-off event and not part of a Series or Championship
 - Will be a Maximum of three (3) days in duration

Competitions for which the Organising Permit is issued by a SKA

- (v) State Series
- Reserved for the highest level of State Competition approved by an SKA
 - Is entered on the State Calendar
 - Supplementary Regulations approved by SKA
 - Will be a Maximum of two (2) days in duration
- (vi) State Cup
- Reserved for the second highest level of State Competition (a Black Plate Event) approved by an SKA
 - Is entered on the State Calendar
 - Supplementary Regulations approved by the SKA

- A special one-off event and is not part of a Series or Championship
 - Will be a Maximum of three (3) days in duration
- (vii) State Trophy
- Reserved for Events of significance approved by an SKA
 - Is entered on the State Calendar
 - Supplementary Regulations approved by the SKA
 - 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 Competition
- takes place within a designated region of a State or Territory as approved by the SKA
 - Is entered on the State Calendar
 - Supplementary Regulations approved by the SKA
 - May be a special one off event or a Series conducted over a minimum of two (2) rounds
 - Will be a Maximum of two (2) days in duration
- (ix) Club Competition
- Takes place at a Club that is affiliated with that State.
 - May be entered on the State Calendar
 - Supplementary Regulations approved by the SKA
 - 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) Unless otherwise approved by KA 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 two (2) States or Territories.
- d) Eligible Classes and Divisions:
- (i) Cadet 9
 - (ii) Cadet 12
 - (iii) KA3 Junior - Championship
 - (iv) KA3 Senior - Championship
 - (v) KA2
 - (vi) TaG 125 - Championship
 - (vii) X30 - Light
 - (viii) KZ2
- e) Competition numbers 1- 3 will be reserved for the top three (3) placings in the National Championship.
- (i) Other than the National champion, a Driver 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 next year's National Championship.

3 National Series

- a) Unless otherwise approved by KA a 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.
- b) The National Series may be conducted over a maximum of six (6) rounds.
- c) The most suitable Circuits to use for the National Series events will be 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.

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 a maximum of four (4) rounds each Year.
- c) An SKA will recommend to KA what they consider to be the most suitable dates on which to conduct the State Championship for KA's consideration and if approved, inclusion in the KA National Calendar.
- d) An SKA will recommend what they consider to be the most suitable Circuits to use for a State Championship to KA based on, but not limited to the following
 - (i) A Minimum Track Density of 28.
 - (ii) Having facilities deemed suitable by the SKA to host a State Championship.
- 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:
 - 1) Cadet 9
 - 2) Cadet 12
 - 3) TaG 125
 - 4) KA3 - Junior
 - 5) KA3 - Senior
 - (iii) A SKA may recommend to KA additional Classes/Divisions to Compete in a State Championship, approval of which shall not be unreasonably withheld.
 - 1) The 'Championship' Weight Division as designated in the relevant Class Rules for KA3 Junior, KA3 Senior and TaG 125 are permitted to be used.
- f) Organising Committee and application for an Organising Permit
 - (i) The SKA will nominate at least one (1) person from the SKA Management Committee/ Executive to sit on the Organising Committee for the Event. It is recommended that this person is the chair of the Committee.
 - (ii) Two (2) months prior to the scheduled date of commencement of a State Championship, an SKA must submit to KA:
 - An Application for an Organising Permit;
 - A copy of the proposed Supplementary Regulations for the Meeting for review and approval

- (iii) 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
- Entries for a State Championship will close a Minimum of
 - seven (7) days prior to the first day of Competition; or
 - Late entries will not be accepted under any circumstances
- h) Entry Fee
- The entry fee for each round of a State Championship shall be decided by the SKA
 - The entry fee will include:
 - Entry of one (1) Kart in a Class
 - All practice fees
 - Entry to the Course for one (1) Driver and two (2) pit crew.
 - 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
- Refer to General Rules, Chapter 7, Rule 5.
 - The Stewards, Clerks of the Course and Chief Scrutineer may be nominated by an SKA, and must be approved by KA for a State Championship Meeting:
- j) Timing
- Each Competition will be timed at a State Championship Meeting.
 - Each Competition must utilise the MYLAPS Orbits 5 timing software in conjunction with a MYLAPS compatible timing transponder to undertake timing.
 - A manual back up system must also be used for all Competitions at a Meeting.
- k) Minimum Entries
- 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 may not be contested.
 - All Drivers whose entry is not accepted for any Class shall be notified as soon as possible and the entry fee will be refunded.
 - In exceptional circumstances KA may give approval for a lesser number of entries in a Class.
- l) Practice
- The Track will be closed from the Monday of the week in which the Meeting commences until the commencement of the Meeting.
 - Untimed practice may be scheduled at a Meeting.
 - Each Class will have a Minimum of two (2) timed practice sessions at a Meeting.
 - Times set in the last timed practice session will determine the order of karts for qualifying from fastest to slowest.
- m) Qualifying
- Each Class will have one (1) qualifying session at a Meeting.
 - A Driver may only qualify one (1) Kart in each Class at a Meeting.
- n) Races
- Each Class will have a minimum of three (3) Heat Races at a Meeting. Each Heat Race will be expressed by a number of laps. Two (2) of the Heat Races will be approximately 12km in duration and one of the Heat Races will be approximately 15km in duration.
 - Each Class will have one (1) Final Race at a Meeting. The Final Race will be approximately 20km in duration expressed by a number of laps.

- o) Grid Procedure 1 (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, unless Grid Procedure 2 is used.
 - (ii) Grid positions for Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4) 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), Heat Race three (3) and Heat Race four (4) will start from grid position one (1), and so on.
 - 1) 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
 - 2) 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.
 - 3) In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
 - 4) If a driver fails to take the start they will be classified in grid order behind the number of starters in that Race. If a driver is Disqualified from a Heat Race they will be awarded points equal to the number of entries in the Heat of that Class or Division plus one (1).
 - (iv) The finishing order of the final Race determines the winning positions in each Class.
- p) Grid Procedure 2 (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, unless Grid Procedure 1 is used.
 - (ii) Grid positions for Heat Race one (1) and Heat Race two (2) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on.
 - (iii) Grid positions for Heat Race three (3) will consist of the lowest combined points scored from Heat Race one (1) and Heat Race two (2) will start from grid position one (1), and so on.
 - (iv) If scheduled, grid positions for Heat Race four (4) 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.
 - (v) Grid positions for the Final Race will consist of the lowest combined points scored from Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4) (if conducted) will start from grid position one (1), and so on.
 - (vi) The following point score system will be used for determining the grid positions for Heat Race three (3), Heat Race four (4) and the final. These points will not count towards the Championship points.
 - 1) 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one (1) point being added for each place.
 - 2) Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed.
 - 3) In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
 - 4) If a driver fails to make the start they will be classified in grid order behind the number of starters in that Race. If a driver is Disqualified from a Heat Race they will be awarded points equal to the number of entries in the Heat of that Class or Division plus one (1).
 - (vii) The finishing order of the final Race determines the winning positions in each Class.

- q) Grid Procedure 3 (Over-subscribed Classes)
- (i) At a Meeting where the number of Drivers 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), Heat Race three (3) and Heat Race four (4) (if conducted) 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 Timekeeper based on the lap times achieved in Practice. 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.
 - 1) Both groups will have one (1) qualifying session at the Meeting
 - 2) 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) Grid positions for Heat Race one (1) and Heat Race two (2) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on. The fastest overall-qualifier will start Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4) (if conducted) from grid position one (1), the second fastest overall-qualifier will start Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4) (if conducted) from grid position two (2), and so on.
 - (v) The last five (5) grid positions for Heat Races one (1) and two (2) are filled from the top five (5) results of a repechage Race between the remainder of the Drivers in the Class.
 - 1) There will be one (1) repechage Race.
 - 2) Any Driver who does not automatically qualify for the Heat Races one (1), two (2), three (3) and four (4) (if conducted) will be permitted to Compete in the repechage Race.
 - 3) 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.
 - 4) The repechage Race will be conducted over a Minimum distance of 11km expressed as a number of laps.
 - 5) A Driver 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.
 - (vi) Grid positions for Heat Race three (3) will consist of the lowest combined points scored from Heat Race one (1) and Heat Race two (2) will start from grid position one (1), and so on.
 - (vii) If scheduled, grid positions for heat race four (4) 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.
 - (viii) Grid positions for the Final Race will consist of the lowest accumulated points scored from Heat Race one (1), two (2), three (3) and four (4) (if conducted) will start from grid position one (1), and so on.
 - 1) 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
 - 2) 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.
 - 3) 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.

- r) Grid procedure 4 (Over-subscribed Classes)
- (i) At a Meeting where the number of Drivers 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:
 - 1) one (1) qualifying session
 - 2) a Maximum of three (3) Heat Races; and
 - 3) a Final Race
 - (iii) Timed Qualifying
 - 1) Qualifying will be timed in accordance with the Rules.
 - 2) Over-subscribed Classes will be split into two (2) qualifying groups by the Chief Timekeeper based on the lap times achieved in Practice. The slowest 50% will be classified as Group 1 and will qualify first, the fastest 50% will be classified as Group 2 and will qualify second. Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
 - 3) At the end of the qualifying session for both groups, Drivers will be split into four (4) groups:
 - a. Group A
 - b. Group B
 - c. Group C; and
 - d. Group D
 - 4) Group A will include the fastest qualifier, fifth fastest qualifier and so on.
 - 5) Group B will include the second fastest qualifier, sixth fastest qualifier and so on.
 - 6) Group C will include the third fastest qualifier, seventh fastest qualifier and so on.
 - 7) Group D will include the fourth fastest qualifier, eighth fastest qualifier and so on.
 - 8) This process will continue until all Drivers are allocated a group.
 - (iv) Heats
 - 1) Each group will Race against each other group over three (3) Heat Races.
 - 2) The fastest qualifier (1st in Group A) will start three (3) Heat Races from pole position.
 - 3) The second fastest qualifier (1st in Group B) will two (2) Heat Races from pole position.
 - 4) The third fastest qualifier (1st in Group C) will start one (1) Heat Race from pole position.
 - 5) Each Heat Race will be conducted over a Minimum distance of 7km expressed as a number of laps.
 - 6) Heat 1A – Group A vs Group D with the following grid order:
 - a. Group A will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group D will occupy grid positions 2, 4, 6, 8, etc
 - 7) Heat 1B – Group B vs Group C with the following grid order:
 - a. Group B will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group C will occupy grid positions 2, 4, 6, 8, etc
 - 8) Heat 2A – Group A vs Group C with the following grid order:
 - a. Group A will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group C will occupy grid positions 2, 4, 6, 8, etc
 - 9) Heat 2B – Group B vs Group D with the following grid order:
 - a. Group B will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group D will occupy grid positions 2, 4, 6, 8, etc

- 10) Heat 3A – Group A vs Group B with the following grid order:
 - a. Group A will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group B will occupy grid positions 2, 4, 6, 8, etc
 - 11) Heat 3B – Group C vs Group D with the following grid order:
 - a. Group C will occupy grid positions 1, 3, 5, 7, etc,
 - b. Group D will occupy grid positions 2, 4, 6, 8, etc
 - 12) To be eligible for a grid position in the Final Race a Driver must:
 - a. Register a qualifying time
 - b. Compete in at least two (2) Heat Races
 - 13) 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:
 - a. 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one point being added for each place.
 - b. The Driver who has accumulated the least points in the Heat Races will start on Pole Position for the Final Race.
 - c. 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.
 - d. In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster qualifying time.
 - e. Non-starters and non-finishers in a Heat Race will be awarded a finishing position based on the number of laps completed.
 - f. 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 Disqualified 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) Multiple Round Championship
 - 1) All Races in a State Championship will count towards determining the final result in a State Championship conducted over more than one round.
 - 2) Results from a Meeting which is not part of the State Championship will have no bearing on the determination of the State Championship.
 - 3) 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.
 - 4) State Championship points will be awarded in accordance with the table overleaf:

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

- 5) The combined point score achieved by each Driver in a State Championship Meeting will become the State Championship points for that Meeting.
 - 6) Non-finishers in any Race will not be awarded State Championship points for that Race.
 - 7) 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.
 - 8) 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.
 - 9) The Driver with the greater number of first places will assume the higher place in the final State Championship order.
 - 10) 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.
 - 11) If this fails to break the tie, then the Driver who was the higher placed finisher in the final Race of the State Championship will be declared the winner.
- (ii) Single Round Championship
- a. The placing's for the Championship will be determined by the placing's obtained in the Final Race.
 - b. A Driver must be classified as a finisher in the Final Race to be eligible for the Championship awards.
- 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 SKA will approve the type and size of the trophies for each Class at a State Championship Meeting.

- u) Plates and Reserved Numbers
 - (i) 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.
 - (ii) Blue number plates will be provided by the SKA for presentation after the final Meeting in the State Championship.
 - (iii) 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 Meetings

- a) National Cup Meetings may meet the general following criteria:
 - (i) Be a traditional event as determined by KA.
 - (ii) Be a one-off event of significance that is promoted by a Club.
 - (iii) Be a special event that is promoted by a Promoter that is neither a Club nor an SKA.
- b) National Cup Meetings may be permitted at the discretion of KA, and will be listed on the KA National Calendar.
- c) Unless otherwise approved by KA a National Cup Meeting will be conducted in accordance with these Rules and the Supplementary Regulations for the Meeting.
- d) National 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 Meetings may not form any part of a Championship or Series and must be completed in a single Meeting.
- f) A Circuit being used for a National Cup Meeting must be approved by KA.

6 State Series, State Cup, State Trophy, Zonal Competition

- a) A State Series, State Cup, State Trophy or Zonal Competition Meeting may be conducted by an Organiser with the approval of the SKA.
- b) Unless otherwise approved by KA, State Series, State Cup, State Trophy or Zonal Competition 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 SKA.
 - (v) the Supplementary Regulations for that Meeting.
- c) A State Series will be conducted over more than one (1) round each calendar year.
- d) A State Cup Meeting may not form any part of a Championship or Series and must be completed in a single Meeting.
- e) A State Trophy Meeting may not form any part of a Championship or Series and must be completed in a single Meeting or on consecutive days.
- f) A Zonal Competition may be either a single event or conducted over more than one (1) round each calendar year.
- g) A Circuit being used for a State Series, State Cup, State Trophy or Zonal Competition Meeting must be approved by the SKA.
- h) 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, State Trophy and Zonal Competition Meetings. (Note: Consolidation of Classes Rules apply.)
 - (ii) Only Classes listed in the Rules, including the relevant State Regulations may Compete at a State Series Meeting or below.

- i) Application for an Organising Permit
 - (i) One (1) month prior to the scheduled date of commencement of a State Series, State Cup, State Trophy or Zonal Competition Meeting, the Organiser must submit to the SKA:
 - 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.
- j) Entry to a Meeting
 - (i) The closing date and time for lodgement of an entry for an Event will be specified in State Regulations and/or Supplementary Regulations for the Event.
 - (ii) Late entries will not be accepted under any circumstances.
- k) Entry Fee
 - (i) The entry fee for each round of a State Series, State Cup, State Trophy or Zonal Competition Meetings shall be decided by the Organiser and approved by the SKA
 - (ii) The entry fee will include:
 - Entry of one (1) Kart in a Class/Division
 - All practice fees
 - Entry to the Course 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.
- l) The Minimum number of Appointed Officials must be in accordance with the Rules.
- m) Timing
 - (i) Each Competition will be timed.
 - (ii) Each Competition must utilise the MYLAPS Orbits 5 in conjunction with a MYLAPS compatible timing transponder to undertake timing.
 - (iii) A manual back up system may also be used for all Competitions at a Meeting.
- n) Practice
 - (i) Untimed Practice and/or Timed practice may take place at a Meeting at the discretion of the Organiser.
- o) Qualifying
 - (i) Qualifying may take place as a standalone session or may be combined with a warm up session or Timed practice at the discretion of the Organiser.
 - (ii) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- p) Grid Procedure
 - (i) Unless otherwise specified in State Regulations, the gridding procedure for each Heat Race will be based on the times achieved in qualifying with the fastest on grid one and so on.
- q) 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 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.

- r) 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 Competition

- a) General
 - (i) A Club Meeting may be conducted by an Organiser with the approval of the SKA.
 - (ii) A Club Meetings must be conducted in accordance with:
 - 1) The Rules generally; and
 - 2) The provisions of this Rule 7; and
 - 3) State Regulations; and
 - 4) Any other conditions as imposed by an SKA; and
 - 5) The Supplementary Regulations for that Meeting.
 - (iii) A Circuit being used for a Club Meeting must be approved by the SKA.
 - (iv) A Club Meeting may form part of a Club Championship or be a stand-alone event.
- b) Governing Principles
 - (i) Club Competition should be structured to encourage participation at Grassroots level, provide Drivers with an enjoyable, value for money experience in a friendly and welcoming environment.
 - (ii) Any currently Homologated engine that has been Approved for use in Club Competition in these Rules must be permitted to participate in all Club Competitions.
 - (iii) Unless the Track density is exceeded by the number of entries received, Competition is to be conducted in groups of compatible Classes (Club Groups) – not in Classes and Divisions.
- c) Eligible Club Groups
 - (i) Competition, subject to Track density limitations, Club Competition should be conducted in Competition Club Groups as follows:
 - 1. Cadet
 - a. Cadet 12 – Arranged on the Grid at the front of the Cadet 9 and 4SS Cadet Drivers or in standalone competition.
 - b. Cadet 9
 - c. Cadet 4SS
 - 2. Junior (lower performance)
 - a. KA4 (State Regulation Class Only)
 - b. 4SS Junior
 - c. Yamaha
 - 3. Junior (higher performance)
 - a. KA3
 - b. KA2
 - c. Junior Performance
 - 4. Senior (lower performance)
 - a. KA4 (State Regulation Class Only)
 - b. KA3
 - c. TaG 125 Restricted
 - d. Yamaha

- 5. Senior
 - a. TaG125
 - b. X30
 - c. Rok GP
- 6. Senior High Performance
 - a. KZ2
 - b. DD2
 - c. Gearbox
 - d. Open Performance
- 7. Senior (4 Stroke)
 - a. 4SS
 - b. 4SS Super

(ii) Only a Kart complying with the Class Rules including the relevant State Regulations may Compete at a Club Meeting.

d) Application for an Organising Permit

(i) One (1) month prior to the scheduled date of commencement of a Club Meeting, the Organiser must submit to the SKA:

- 1) An Application for an Organising Permit; and
- 2) The appropriate Organising Permit fee; and
- 3) 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 them to the necessary Officials and others as may be required.

e) Entry to a Meeting

(i) Pre-Entries for a Club Meeting will close a minimum of one (1) day prior to the commencement of the Meeting.

(ii) Entries after this time may be accepted in accordance with provisions in the State Regulations and/or Supplementary Regulations.

f) Entry Fee

(i) The entry fee for a Club Meeting shall be decided by the Organiser and approved by the SKA

(ii) The entry fee will include:

- 1) Entry of one (1) Kart in a Group including its Driver/s
- 2) All practice fees

g) The Minimum number of Appointed Officials must be in accordance with the Rules.

h) Timing

(i) Each Competition will be timed; and

(ii) Each Competition must utilise MYLAPS Orbits 5 timing software in conjunction with a MYLAPS compatible timing transponder to undertake timing.

(iii) A manual back up system may also be used for all Competitions at a Meeting.

i) Practice

(i) Untimed Practice and/or Timed Practice may take place at a Meeting at the discretion of the Organiser and must be stipulated in Supplementary Regulations.

j) 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) 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 Group at a Meeting.
- k) Grid Procedure
 - (i) The gridding procedure will be in accordance with the State Regulations and the Supplementary Regulations for the Meeting.
 - (ii) 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.
 - (iii) Unless otherwise specified in State Regulations, Reverse Grid Races will not be permitted.
- l) Races
 - (i) Unless otherwise specified in the State Regulations and/or Supplementary Regulations for a Meeting, each Group 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 in the Supplementary Regulations for a Meeting, each Group 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.
- m) 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 Group.

8 Teams Competition

- a) Governing Principles
 - (i) The overriding principle of the Teams Competition is to conduct a Race (if included in a normal Club Race Meeting) just for fun and generally at the end of the individual Events.
 - (ii) Teams Competition is:
 - 1) A Race or Races conducted on a Circuit with a sealed surface in which the winner is declared after a set distance expressed as a number of laps (usually with a duration of not less than thirty (30) minutes) involving multiple Drivers who are entered as a Team and for which there is a compulsory Driver change or changes to ensure that all Drivers are able to drive for a minimum time or number of laps as prescribed in Supplementary regulations; or
 - 2) Multiple individual Races by Drivers from multiple Classes, in which the winner is declared based on either:
 - a. the accumulated times of each Driver in the Team; or
 - b. the points accumulated by each Driver in the Team from the results of each Race; or
 - c. The finishing position of each Driver in the last Race in the Teams Competition in the nominated sections of a Meeting.
- b) General
 - (i) A Teams Competition may be conducted by an Organiser with the approval of the SKA and/or KA.
 - (ii) Unless otherwise approved by KA, a Teams Competition must be conducted in accordance with:
 - 1) the Rules generally; and
 - 2) the provisions of this Rule 8; and
 - 3) State Regulations; and
 - 4) The Teams Competition Guidelines in Appendix 2; and
 - 5) Any other conditions as imposed by an SKA and/or KA; and
 - 6) The Supplementary Regulations for that Meeting.
 - (iii) A Circuit being used for a Club Meeting must be approved by the SKA.

- (iv) A Teams Competition may form part of a regular Club Competition or be a stand-alone Teams Competition Meeting.
- c) Eligible Classes
 - (i) Only Classes listed in the Rules including the relevant State Regulations may Compete in a Teams Competition.
 - 1) The specific Classes permitted to Compete in Teams Competition at a Meeting will be listed in the Supplementary Regulations.
 - 2) Unless otherwise specified in the Supplementary Regulations, the minimum weight for the Kart and Driver specified in the applicable Class Rules will apply.
- d) Number of Drivers and Driving Time Limits
 - (i) As specified in the Supplementary Regulations for the Meeting.
- e) Practice
 - (i) Practice may take place at a Meeting at the discretion of the Organiser.
 - (ii) A Practice session which is a part of the Meeting must be included in the Supplementary Regulations for the Meeting.
- f) Qualifying
 - (i) Qualifying may take place at a Meeting at the discretion of the Organiser.
 - (ii) The duration and format of the qualifying session will be stipulated in the Supplementary Regulations for the Meeting.
- g) Grid Procedure
 - (i) As specified in the Supplementary Regulations for the Meeting.
- h) Race
 - (i) The number of Races and the duration of each Race will be specified in the Supplementary Regulations for the Meeting.
 - (ii) Unless otherwise specified in the Supplementary Regulations for the Meeting, the Start Procedure for each Race will be in accordance with Competition Rules Chapter 1 Rule 22.
- i) Finishing
 - (i) Unless otherwise specified in the Supplementary Regulations for the Meeting, will be in accordance with the provisions of Competition Rules, Chapter 1 Rule 26.

9 **Pilot Project**

A pilot project is an initial small-scale implementation of a Competition concept or Karting Activity concept (the "Concept") that will be used to prove or disprove the viability of a project idea. This could involve either the exploration of a new approach or idea or the application of a standard approach recommended by either an SKA, a Club, or an Organiser but which is new to KA Competition or Recreational Karting activities.

A Pilot Project will enable KA, an SKA and/or the Organiser to manage the risk of a new idea and identify any deficiencies and modifications that may be required before making a decision as to the viability and potential need to committing to the Concept and introducing it to general kart racing or Karting Activity in the Rules.

There is a clear need for a control structure that enables prompt cancellation but also allows for the potential for radical changes in scope and direction if required. The intention is to create a controllable set of regulations, procedures and, if necessary, budget that will enable the Pilot Project team to confirm that the underlying idea is sound.

The purpose of a Pilot Project is primarily to prove viability, not deliver an agreed outcome.

A Pilot Project must be approved by KA. Acceptance or rejection of a Pilot Project will be at the absolute discretion of KA.

a) Governing Principles

- (i) An SKA or an Organiser may apply to KA to conduct a Pilot Project as either a Competition concept or a Karting Activity.
 - (ii) The application will be in writing and provide sufficient details of:
 - 1) The concept and what need it is intended to satisfy;
 - 2) What it is hoped that the Pilot Project will test or achieve;
 - 3) Operational considerations of the Pilot Project;
 - 4) Roles and responsibilities of all stakeholders including but not limited to KA, the SKA, the Organiser, Race Officials, Karting Activity Controllers,
 - 5) Additional equipment that may be required to be purchased to conduct the Pilot Project;
 - 6) Cost implications (if any) for:
 - a. KA
 - b. The SKA
 - c. The Organiser
 - d. Licence Holders.
- b) The pilot study will confirm viability and scalability and enable proposed processes and procedures to be tested. It will confirm the appropriateness and safety of the concept.
- c) Deliverables from the Pilot Project would most likely include:
- (i) Products required (if any) for project,
 - (ii) Robust lessons learned, risks and issues logs,
 - (iii) Benefits assessment,
 - (iv) Viability report and recommendation,
 - (v) Route map for implementation.

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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 Drivers 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) 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) If ballast is required to meet the Minimum weight of a Kart (other than the 4SE Class), the Minimum weight must be completed with one or several units of ballast provided that:
 - (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) Must be attached only to the Frame or the Seat with minimum Class 8.8 bolts and lock nuts.
 - (v) These bolts must be minimum 8mm diameter.
 - (vi) A Maximum of two (2) threads of the bolt may protrude past the lock nut once fixed.
 - (vii) For single ballast blocks 4kg or more two (2) fixing points are required.
- d) If ballast is required to meet the Minimum weight of a Kart in the 4SE Class, 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) A Ballast Canister is permitted and if fitted must be attached only to the Frame or the Seat with minimum Class 8.8 bolts and lock nuts.
 - (iv) These bolts must be minimum 8mm diameter.
 - (v) A Maximum of two (2) threads of the bolt may protrude past the lock nut once fixed.
 - (vi) A Ballast Canister must have four (4) fixing points.

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 Wheel Protection
 - (iii) The following components must be constructed of a flexible plastic material with radiused corners:
 - 1) Front Fairing
 - 2) Number 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 Component
 - (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) Dynamic Steering
 - (i) Any device, surface or item which is deemed to be for the purpose of providing dynamic or adjustable geometry of the steering system while the Kart is in motion is not permitted.
- c) Rear Wheel Steering
 - (i) Any device, system or item which is deemed as providing a rear wheel steering affect is not permitted.
- d) Front Wheel Drive
 - (i) Any device, system or item which provides forward tractive effort to the one or both front wheels is not permitted.
- e) Communication and Telemetry
 - (i) Unless otherwise approved by KA or specifically allowed by an individual Class definition and with the exception of official timing equipment and listen only Race control radio, any device, system or item which provides either voice or data transmission to or from the Kart and/or Driver at any time is not permitted.
- f) 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.
- g) Mirrors
 - (i) Any device, surface or item which is deemed for the purpose of providing rearward vision is not permitted.
- h) Hazardous item
 - (i) Any appendage, protrusion, surface, extension, device or item which is deemed hazardous to other Karts 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.

- (v) At National Championship or Cup or State Championship Events, a chassis cannot be used by more than one (1) Driver or in more than one (1) Class or Division.
- 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 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 attached to it.
 - 1) Ballast
 - 2) Batteries
 - 3) Overflow Bottle
 - 4) Seat Stay(s)
 - 5) The mounting of these items must not compromise the structural integrity of the seat.
 - (viii) It is recommended that a karting high seat compliant with FIA standard 8873-2018 be used by Cadet aged Drivers.
- 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 be mounted either via:
 - a. Stub Axles as follows:
 1. Shall revolve on ball or roller type bearings on each front stub axle.
 2. Be retained on each front stub axle by a self-locking nut.
 - b. Wheels Hubs as follows:
 1. Shall revolve on ball or roller type bearings on each front stub axle.
 2. By bolts or studs with nuts which must be a Minimum of Grade 8.8.
 3. Be retained on each front stub axle by a self-locking 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 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) The rear axle must be steel.
 - 4) Unless specified in the individual Class Rules.
 - 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 46.2mm
 - OD 40.0mm / Maximum ID 36.2mm
 - OD 35.0mm / Maximum ID 27.4mm
 - OD 30.0mm / Maximum ID 24.0mm (Effective 1 January, 2026 Maximum ID 20.2mm)
 - 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) Cadet Karts - 1950mm
 - 2) All other Karts - 2150mm
 - (iii) Width
 - 1) Unless specified in Class regulations - 1400mm
 - (iv) Height
 - 1) 650mm 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 1070mm
- 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 Wheel 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) The surface must be smooth, uniform, and free of damage.
 - 5) Any repairs must be approved by the Chief Scrutineer.
 - 6) 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 680mm (L)
 - d. Must be a minimum width of 680mm for Cadet Karts and 1000mm for all other Karts.
 - e. Must be no wider than the plane passing through the outer edge of the front tyres in their straight ahead position.
- (iii) Front Fairing – National Championship, National Series, National Cup, State Championship, State Series, State Cup and State Trophy Meetings.
- 1) The fitment conditions contained below are:
 - a. Mandatory for National Championship and National Series Meetings; and
 - b. Optional for National Cup, State Championship, State Series Meetings, State Cup and State Trophy.
 - If used, must be included in the Supplementary Regulations; and
 - If used at a multi-round State Championship or Series, it must be used at all Meetings which are a part of the State Championship or Series.
 - 2) The following conditions apply to the fitment of the Front Fairing (Nose Cone)
 - a. The use of the CIK-FIA homologated front fairing mounting kit (the "Mounting Kit") is mandatory.
 - b. It must not be modified or have been subjected to mechanical or chemical treatment in any way (other than normal cleaning).
 - c. From the commencement of the first Heat until the conclusion of the Final, each Driver must enter the Out Grid area with the front fairing detached from their Kart.
 - d. The Pit Crew member or the Driver themselves must mount the front fairing in the Out Grid area under the supervision of a Scrutineer or an appointed Official.
 - 3) Front Fairing correct installation
 - a. For every Competition, from the time that the Grid Marshal signals for the karts to be released in accordance with Competition Rules, Chapter 1, Rule 22 d) (i), until the kart has been released from Parc Fermé, the front fairing (using the Mounting Kit) must always be in the correct position (see Appendix 1, Figure 8)

- b. The black flag with an orange disc will not be shown to a Driver if their front fairing is no longer in the correct position.
 - c. If the Scrutineers/Judges of Fact report after a Competition, that the front fairing on one or more karts was no longer in the correct position, in all cases a penalty will be imposed automatically on the Driver(s) concerned.
 - d. The penalty is not susceptible to Protest or Appeal.
- (iv) 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
 1. maximum diameter 8mm for the sole purpose of mounting bolts; and/or
 2. a passage for an external starter shaft
 - Apart from official timing equipment or permitted stickers, 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 for the sole purpose of mounting bolts
 - M8 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.
 - 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 (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. Unless approved otherwise by Homologation with the FIA, must be secured pinned or bolted to the Frame at each end of the bar by either bolt, pin or spring or a combination thereof.
 - e. A Chassis using springs as the primary mounting method must have a multi-strand wire tether through the existing spring mounts.
- (v) Nassau Panel
- 1) Must be fitted at all times.
 - 2) Must not restrict the driver.
 - a. When seated normally in the Kart; and
 - b. When entering or exiting the normal seated position in the Kart; and
 - c. Vision in any way.
 - 3) Must not be located above the horizontal plane defined by the top of the steering wheel.
 - 4) Must be no wider than:
 - a. 300mm for Competitions on bitumen Tracks.
 - b. 500mm for Competitions on dirt Tracks.
 - 5) It must allow for a gap of at least 50 mm between the panel and the steering wheel and must not protrude beyond the front fairing.
 - 6) Must be fitted in accordance with the Homologation and/or Chassis Manufacturers specifications.
 - 7) Must maintain the legibility of Competition numbers.
 - 8) Must be attached and securely fastened with either bolts or a split pin.
- (vi) 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.
- (vii) Rear Bumper Bars
- 1) Are not permitted to be used during a Meeting excluding any Kart fitted with two (2) engines. Must be used at all times and on any Kart fitted with two (2) engines.
 - 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.

(viii) Rear Wheel Protection

- 1) Must be fitted at all times during a Meeting excluding any Kart fitted with two (2) engines.
- 2) Must be a CIK-FIA Homologated rear wheel protection device. Cadet Classes may use a rear wheel protection device which is homologated by an ASN affiliated with the CIK-FIA in place of a CIK-FIA Homologated device.
- 3) The surface of the rear wheel 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) Whatever the conditions, the rear wheel protection must be in line with or inside the outer edge of the rear wheels.
- 7) The gap between the front of the rear wheel protection and the surface of the rear wheel 15 mm Minimum and 50 mm Maximum (for CIK homologated chassis) and 75mm Maximum (for non-CIK homologated chassis).
- 8) The width is 1340mm Minimum except for Cadet Classes where the Minimum is 1040mm and the Maximum is that of the overall kart width, at any time and under any circumstances.
- 9) Ground clearance: 25 mm minimum and 60 mm maximum in at least three spaces of a 200 mm minimum width, located in the extension of the rear wheels and the centreline of the chassis. Rear overhang: 400 mm maximum.
- 10) It is recommended that a secondary restraint is used in securing the rear wheel protection.

(ix) 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 only 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. Must be either an OEM component from Kart manufacturer or be generally circular in shape in a similar design to the following examples:



- f. Must connect to the Steering Wheel Hub using the Kart 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.
- 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. This Rule does not apply to the Endurance Class.
- 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 MYLAPS transponder must be fitted at all times during Competition.
 - 2) The MYLAPS 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 either:
 - a. In accordance with the relevant Homologation; or
 - b. Securely fastened using a fit for purpose fastening that does not contain any sharp edges and is not mounted under the Frame. The fastening must be to the satisfaction of the Chief Scrutineer.
 - 2) Must be of one of the following types.
 - a. Dry Cell.
 - b. Gel.
 - c. Valve regulated sealed lead acid.
 - d. Lithium ion.
 - e. Lithium polymer.
 - 3) Unless specified in Homologation Documents, must be a maximum of 12 volts nominal voltage.
- (iii) Dash Displays and Data Logging equipment
- 1) Unless specifically restricted by an individual Class definition, and/or homologation documents, Electronic Dash Displays are permitted.
 - 2) This system, with or without memory, may permit only the reading of the following additional sensors:
 - the engine rpm
 - a maximum of two indications of either temperature or gas directly associated with the engine
 - the speed of one wheel

- an X/Y/Z accelerometer
 - GPS data, and
 - lap times.
- 3) A single exhaust sensor probe may be fitted.
- a. The Maximum diameter of the probe must be 16mm.
 - b. The Maximum length of the probe must be 25mm.
 - c. If used in the following engines, it must be fitted to the Exhaust header pipe:
 - KT100J
 - KT100S
 - Fireball
 - Cheetah
 - d. If used in the following engines, it must be fitted to the Muffler between the converging and diverging cones:
 - PRD Galaxy

(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) If a video recording system is fitted, one (1) unit must record vision in a forward direction only and must be mounted on the Nassau Panel in accordance with these Rules.
 - a. It must consist of either;
 - A self-contained (Go-Pro style) camera unit with a maximum 180 degree lens; or
 - A camera with a maximum 180 degree lens with a separate recorder unit
 - b. It must not have any optical flashing function.
 - c. It must be mounted at approximately the middle height on the front face of the Nassau Panel. The lens must be facing forward of the front face of the Nassau Panel.
- 4) All parts of the system must be securely mounted and unless approved by KA:
 - 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. Must not be mounted forward of the front axle other than on the Nassau Panel.
 - g. Each video recording system must be located inside the outer edge of the body work and 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.
 - h. It is forbidden for a Driver to wear, or have fitted to their protective apparel, any components of a video recording system.
- 5) Must weigh less than:
 - a. If the camera is mounted directly to the frame using a clamp integrated into the mount, the combined weight of the camera and cables mount must not exceed 0.35 kg.
 - b. For any other mounting methods, the total weight of the camera, mount and any components attached to the mount other than by cable must not exceed 0.35 kg.
 - c. Any component of the system, excluding a steering wheel dash display, exceeding 0.35 kg must be securely attached to either the frame or the seat.6)

It will be mandatory for each Kart competing in the National Championship to have a video recording system that is mounted in accordance with these Rules and be fully operational at all times while the Kart is on the Track.

- 7) It is recommended to have a video recording system that is mounted and operating in accordance with these Rules for all other Meetings.
- 8) All cameras are to be functional and the recording media are to be made available to the Race Director, Clerk of the Course or the Stewards should they require them for use in any judicial matter.
- 9) A Licence Holder must ensure that their camera/s are labelled with their Member ID.

9 Engines

- a) Engines must be internal combustion, reciprocating piston engines only, working on either the two (2) or four (4) stroke principle.
- b) Engines must be Homologated and/or Approved by KA and must at all times comply with the Engine Homologation and/or the Approval Document.
 - (i) In the event of any conflict between the Engine Homologation/Approval Document and these Rules, the Engine Homologation/Approval Document shall prevail.
 - (ii) An Engine for which the Homologation has expired, may at the discretion of KA continue to be Approved for use in Competition and Karting Activity despite the lapsing of the Homologation.
 - 1) Such Engine must comply with the Homologation documents in effect at the time of expiration of such Homologation unless the engine or a component or components of the Engine undergoes an evolutionary change that is conducted in accordance with By-law B10 – Homologation Procedures which may serve to reactivate the Homologation of the Engine.
- c) Unless specifically allowed by an individual Class definition any internal or external modifications to an Engine is not permitted, save for the use of a flat surface cylinder bore hone used solely for the purpose of servicing an Engine. The use of a ball cylinder bore hone is forbidden.
- d) Any external accidental engine damage, is not considered a modification if it is judged by the Chief Scrutineer to not offer a performance gain.
- 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 Championship or Cup or State Championship Events an engine cannot be used by more than one (1) Driver or in more than one (1) Class or Division.
- 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 **and the internal surfaces must be free of any grease or lubricant.**
 - 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) Chain Guard

- 1) A chain guard is mandatory at all times in all Classes. Chain guards may be made of composite material.
- 2) A chain guard.
 - a. Must provide protection to prevent any part of the driver becoming trapped in the chain or belt.
- 3) Unless otherwise specified in Class Rules, side plates or discs attached to the sprocket or carrier and are larger than the outside of the chain are not permitted.
- 4) On Karts other than those in gearbox and 4SS Classes, the chain guard must provide an effective protection over the top and on both sides of the exposed chain and sprockets and extend below the rear axle.
- 5) If a complete chain guard covering the chain and sprockets is used, the chain guard homologated with the engine may be dismantled.
- 6) In gearbox and 4SS Classes, the chain guard must cover the sprocket and the crown wheel down to the centre of the crown wheel axis.
- 7) 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) Engine Sprocket

- 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 safely routed and securely fixed to the satisfaction of the Chief Scrutineer.
 - 2) Must be securely fixed at all points.
 - a. Including the Fuel Tank, Overflow tank, frame, Filter, Carburettor.
 - 3) Must not pass under any part of the frame.
 - 4) May incorporate a fuel tap unless otherwise specified in the Engine Homologation Document.
 - 5) Must be made of a flame retardant material.
- j) Spark Plugs
 - (i) Unless specified in the 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. **For the avoidance of doubt, unless specified in the Engine Homologation Document, the spark plug washer must be fitted at all times.**
- k) Gaskets
 - (i) Unless specified in the 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) The carburettor Homologated with the engine must be used at all times.
 - (ii) Non-Homologated carburettors are not permitted.
 - (iii) All engine air must pass through the carburettor inlet throat.
 - (iv) Carburettor throttles must be fitted with two (2) idle return springs.
 - (v) Adjustment of Carburettor Jet needles must be done by manually turning the Jet needle, or its extension, only.
 - (vi) 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.
 - (vii) Carburettor throttle actuation must be by mechanical means only.
 - (viii) 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.

(ix) Induction Noise Silencer adaptor

- 1) The Induction Noise Silencer adaptor Homologated with the engine must be used at all times.
- 2) Must be fitted at all times.
- 3) 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) 1) The Induction Noise Silencer adaptor Homologated with the engine must be used at all times.
- (ii) The Homologated AKA43 induction noise silencer assembly must be used for engines approved for use in the Yamaha Class.
 - 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 Rodfi K560/22
 - a. An internal filter may be used, if so it must be the AKA43 item.
 - 2) Square style socoremm 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.
- n) Exhaust System
 - (i) The Exhaust System Homologated with the engine must be used 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) Where permitted by Class Rules or Homologation documents, may have a single fitting for the mounting of an exhaust sensor 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) The Muffler Homologated with the engine must be used 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 or the bearing hanger/carrier.
 - 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 – Yamaha Class
 - 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 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

1 Homologation

- a) The use of all Engines, equipment and components, as listed in KA's Homologation Procedures documentation, in any KA Competition or Karting Activity requires official KA Homologation.
- b) The Homologation Procedures (By-law 10), including all supporting documents, instructions, and requirements are available from:
 - (i) KA National Office; or
 - (ii) www.karting.net.au
- c) 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.

2 Expired Homologation

- a) Any Engine or equipment for which the Homologation has expired, may at the discretion of KA continue to be Approved for use in Competition and Karting Activity despite the lapsing of the Homologation.
- b) Such Engine or equipment must continue to always comply with the Homologation documents in effect at the time of expiration of the Homologation.

3 Re-Homologation

- a) If the Manufacturer of the Engine or equipment wishes to evolve or upgrade a component or components of the Engine or the equipment, the Manufacturer will be required to comply in full with By-law B10 – Homologation Procedures, including the payment of all Homologation and Approval fees specified by KA.
- b) Upon completion of the Homologation of any component or components of the Engine or the equipment, the Homologation of the Engine or the equipment will be re-established for a further homologation term.

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% and 85% 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 Article 252.9.1 of Appendix J of the ISC; 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 permitted.
- f) E85 PULP
 - (i) Is defined as an ethanol blended Pump Fuel containing a minimum of 15% PULP and a maximum of 85% of ethanol.

2 KA Permitted Fuels

- a) The only Fuels permitted for use are:
 - (i) Pump Fuel conforming to the following:
 - 1) PULP
 - 2) E10 PULP
 - 3) E85 PULP – Vintage Karting only
 - (ii) Unleaded Racing Fuel conforming to the following:
 - 1) Elf LMS
 - 2) Panta Kart 102
 - (iii) Fuel that has been approved by KA and is stipulated in Supplementary Regulations for a Meeting.
 - (iv) Other than a mixture of Pump Fuel in accordance with Rule 1 b) (iii) herein, it will be an offence to mix any Fuels together.

3 **Control Fuel**

- a) Control fuel is defined as the sole Fuel which is made available or stipulated by KA, a Promoter or Club for use at a particular Meeting or specified Classes at a 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 in approved Championship or Series Sporting Regulations and/or Supplementary Regulations for the Meeting.
- e) The Supplementary Regulations must stipulate:
 - (i) Fuel Brand – eg Shell
 - (ii) Fuel Type including Research Octane Number – eg E10 PULP
 - (iii) Supplier – Service Station name
 - (iv) Applicable Classes
 - (v) Supply Location – Service Station address
 - (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 any substance which is capable of exothermic reaction in the absence of external oxygen is not permitted.

5 **Additives and Engine Lubricants**

- a) Unless otherwise specified by KA, or as may be specified in the homologation document of an engine, the only oils permitted are:
 - (i) Penrite 10 Tenths Race Castor 20W-40 Full Synthetic Castor Oil;
 - (ii) Penrite KO2ST001 Two Stroke Oil 10 Tenths Ko2st Karting (Full Sun.); and
 - (iii) Those specified in the current CIK-FIA list of homologated lubricants.
- b) The current list of CIK-FIA Homologated Lubricants can be found on the CIK-FIA website at www.fiakarting.com
- c) The use of a Control Oil for a Competition Class may be specified in Championship, Series and/or Supplementary Regulations.
- d) A Competitor must be able to advise the relevant officials the following:
 - (i) Oil Brand
 - (ii) Oil Type
 - (iii) Fuel to Oil ratio
- e) It will be an offence to mix any Motor Oils together.

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 and is prohibited.

Tyres

1 General

- a) Only Tyres approved by KA and distributed by KA's Official Tyre Suppliers are permitted to be used in Competition **and Karting Activities**.
 - (i) KA Official Tyre Suppliers
 - 1. LeCont – Patrizicorse (Note: the LeCont Tyres previously known as SVB and SVC are now known as LOH and LPM and are still permitted for use in Competition);
 - 2. Maxxis – St George Kart Wholesale
 - (ii) Each individual Class definition lists the Tyres approved for use in that Class.
 - (iii) KA may use State Regulations and/or Supplementary Regulations to designate approved Tyres.
 - (iv) When inflated to the manufacturers recommended minimum pressure and with the temperature of the Tyre between 20°C and 30°C, 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.
- h) One (1) set of tyres is defined as a unique group of four Tyres, consisting of 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 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 and/or parc fermé.

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 Driver 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 prior to the Meeting Drivers must have their nominated set of Dry Tyres marked and/or recorded **prior to leaving Parc Fermé following qualifying at the Meeting.**
 - (i) The numbers of spare Tyres permitted is defined by each individual Class definition.
- c) **At a State Championship Meeting Drivers must have their nominated set of Wet Tyres marked and/or recorded prior to leaving Parc Fermé the first time the Wet Tyres are used in a session of the Meeting.**
- d) **Each Tyre is only permitted to be used by one (1) Driver at a Meeting. For the sake of clarity, the Driver using the tyre first will have been allocated that Tyre as a part of their allocation.**

4 Replacement Tyres

- a) Any replacement Tyre, required for any reason other than a manufacturing defect, will be at the Drivers cost.
- b) Any replacement Tyre must be at the approval of the Chief Scrutineer.
- c) Any Tyre that is damaged or worn out or deemed by the Chief Scrutineer and/or Tyre representative to have a manufacturing defect, may be replaced.
 - (i) Such replacement Tyre must be used in the next Competition in the Class. Failure by the Driver to do so after a replacement Tyre has been authorised in accordance with this Rule 4 c), will void the Tyre replacement approval for the duration of the Meeting.
 - (ii) Replacement Tyres cannot be reversed.
 - (iii) A Driver receiving a new replacement Tyre must start at the rear of the grid in their next Competition in the Class.
 - (iv) A Driver is only permitted to retain their allocated starting position in the next session if Tyre Pooling is not in use at the Event and the replacement Tyre is a used Tyre as approved by the Chief Scrutineer.

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 a National Series and National Cup events is permitted.
- 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 or National Series Sporting Regulations, or Supplementary Regulations, for the Meeting, each Driver will be issued with one (1) set of Tyres for each Class in which they are entered.
 - (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; or
 3. Both 1. and 2. above.

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 Meetings, 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 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 Circuit 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 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 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 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 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 Track 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) It is permitted to stipulate in Supplementary Regulations that the starting of a Kart engine is prohibited everywhere within the Circuit other than:
 - (i) In the out grid on the instruction of the Grid Marshall in accordance with Rule 7 f) herein.
 - (ii) To test that there is spark to start the engine;
 - (iii) While on the Track; and
 - (iv) In Parc Fermé under the instruction of the Chief Scrutineer or their delegate.
- b) 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.
- c) Drivers:
 - (i) It is highly recommended that ear plugs are worn at all times when driving a Kart.
- d) Pit Area: (In / Out grids and Through grids).
 - (i) It is highly recommended that all personnel in the pit area use hearing protection.
- e) 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) seconds.
 - (ii) A Competitor wishing to start a Kart engine for longer than 10 seconds must do so in an area designated by the Organiser.
 - (iii) The starting of any Kart engine during the time scheduled for any Drivers Briefing is strictly prohibited.
- f) Starting of Kart engines in the out grid is only permitted under the instruction of the grid marshal.
 - (i) It is highly recommended all persons wear hearing protection in this area.
- g) Spectators
 - (i) It is highly recommended all Clubs and Courses 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.
 - 1) Shrouds wrapping around air cooled engine cylinder and cylinder head fins are not permitted.
 - (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.
- 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 tamper with and will maintain the integrity of all Seals, identification Tags, barcode and/or Markings at all times

1) 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 Disqualification 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) The Chief Scrutineer or their delegate; or
 - (ii) Suitably qualified or experienced personnel, as determined by KA or the National Technical Commissioner, which may include engineers or manufacturer representatives.
- 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 a fully completed Scrutineering Checklist relevant to the Class being entered at the time of completing their entry in the KOMP.
 - (iii) 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.
 - (iv) A Kart and/or component must have affixed to it the correct 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 approved by KA 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 or the SKA 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 is deemed to have 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 Standard of Conformity

- a) The standard of conformity with the Rules and the relevant Homologation that must be applied by a Scrutineer is one of 'Strict Liability' – i.e., the Licence Holder is liable for any non-compliance with the Technical Rules including the relevant Homologation regardless of whether the Scrutineer has formed the opinion that any such non-compliance is not intentional, reckless, or negligent.
- b) Inadvertent contravention of the Rules and/or the relevant Homologation by a Licence Holder, other than a minor non-compliance that is assessed as a Minor Ineligibility in accordance with Rule 5, is a matter that can only be determined by the Stewards and/or a Tribunal and then, should only be considered in their deliberations and imposition of any Penalty that should be imposed.

5 **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 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 Disqualified 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.

6 **Seals**

- a) Save for factory fitted seals on engines used in the 4SS and 4SE Classes, 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) Other than 4SS and 4SE factory fitted seals which must not be removed under any circumstances, a Seal 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 and/or the Homologation papers, 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.

7 Technical Conformity Tests

- a) General
 - (i) Unless specifically stated, or requested by the National Technical Commissioner, 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 or a gauge approved by either the National Technical Commissioner or the State Technical Officer must be used.
- 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.

8 Cylinder Head Volume Measurement

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

9 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.

10 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.

11 Control Muffler Checks

- a) Purpose
 - (i) To ensure AKA14 and AKA39 Control Mufflers are as per the specification.

12 Clutch Testing

- a) Purpose
 - (i) To ensure correct functionality of any clutch fitted to an engine on a Kart.

13 Fuel Testing

- a) Purpose
 - (i) To ensure all Fuel conforms to the requirements of a KA permitted fuel.

14 Tyre Testing

- a) Purpose
 - (i) To ensure all Tyres are used as supplied and without the use of illegal agents or solvents.

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 (It is recommended that chest and rib protectors compliant with FIA Karting Body Protection Standard FIA 8870-2018 are used.)
 - (iv) Ear Plugs
- c) Long hair must be securely retained. A Driver whose hair extends below shoulder length must wear a racing balaclava at all times while driving a kart to prevent the risk of entanglement or scalp injury.
 - (i) The balaclava and hair must ~~It must not~~ be retained within the Helmet.
 - (ii) The balaclava must prevent any part of the hair from being exposed below the helmet line or outside the driving suit.
 - (iii) All hair and the balaclava must be properly secured in the helmet or tucked into the driving suit prior to the commencement of any on-track activity.
 - (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.
- g) Unless otherwise specifically permitted by these Rules, it is not permitted to wear any type of garment over a Driving Suit at any time whilst a Kart, including any Vintage Kart, is on a Track.

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) Drivers 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) ECE-2205, ECE-2206
 - (iii) Snell SA2020
 - (iv) Snell K2020
 - (v) Snell-FIA CMR2016, CMS2016
 - (vi) Snell SA2015 (Not valid after 31/12/2028)
 - (vii) Snell K2015 (Not valid after 31/12/2028)
 - (x) FIA 8859-2015, FIA 8859-2024, FIA 8859-2024-ABP, FIA 8860-2018, FIA 8860-2018-ABP
 - (xi) FIA 8860-2010 (Not valid after 31/12/2028)
 - (xii) SFI Specification 24.1
 - (xiii) FIA 8878-2024,
- e) Drivers competing in CIK-FIA International competitions must wear a CIK-FIA Homologated Helmet.
- https://www.fiakarting.com/sites/default/files/2023-08/Appendix_standards_for_karting_helmets_0.pdf
- f) It is highly recommended that Drivers use a Helmet that is designed and manufactured specifically for use in Kart racing.
- <https://smf.org/standards/k/2020/K2020-Final.pdf>
- g) The use of a Helmet 10 years after its date of manufacture is not permitted.
- h) The use of chin cups is not permitted.
- i) Unless done in compliance with instructions approved and supplied by the manufacturer, modification of any Helmet from its manufactured specification is not permitted.
- j) 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.
- k) Visors
- (i) Must be attached to the Helmet and in the closed position at all times.
 - (ii) Must protect the eyes and face at all times.
 - (iii) Must protect any prescription glasses or contact lenses if these are required by the Driver.
 - (iv) Must be optically clear.
 - (v) For all competition conducted after sunset must be either non-tinted or specifically a 'Night Visor'.
 - (vi) May be modified to accept a spinning rain deflector.
 - (vii) Goggles in place of a Visor are not permitted.
- l) 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 the AS1609-1981 standard.

3 Driving Suit

- a) Must at all times be fit for purpose and safe for use in Competition and Karting Activities.
- (i) Drivers are cautioned against using a Driving Suit which has been damaged or exhibiting excessive wear.
- b) Must be a one-piece garment which is worn as an outermost layer. It may be constructed of a single layer or multiple layers and is designed to entirely cover the wearer except for the head, hands and feet.

- (i) Note – exception for Introduction To Karting Activities – Appendix 4 - Article 6 b) (ii) and Appendix 5 Article 2 e) (ii).
- c) Must have full length sleeves and trousers of which the ankles and cuffs must be close-fitting.
- d) Must be adequately secured at the neck, wrists and ankles.
- e) Driving suits using leather, vinyl or abrasive resistant materials are highly recommended.
- f) Boiler suit type overalls with 'POP' type buttons are not permitted.
- g) Drivers must wear only one (1) Driving suit at any time.
- h) It is recommended that driving suits that comply with the CIK-FIA 2013-1 homologation or FIA Standard 8877-2022 are always worn.
 - i) Drivers competing in CIK-FIA International competitions must wear a CIK-FIA homologated driving suit during Competition.
 - (ii) A Driver competing in a National Championship or Series Meeting must wear a CIK-FIA homologated driving suit during Practice and Competition at the Meeting.
- i) When the Track has been declared 'Wet' in accordance with General Rules Chapter 4 Rule 18, 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) It is recommended that gloves that comply with the CIK-FIA 2013-1 homologation or FIA Standard 8877-2022 are always worn.
- b) One piece item of protective equipment that must cover the hand entirely, extending part way up the arm.
- c) Must at all times be fit for purpose and safe for use in Competition.
- d) Drivers are cautioned against using a glove or gloves which have been damaged or exhibiting excessive wear.
- e) Must be securely fastened at the wrist.
- f) Must provide full finger protection.
- g) Must be resistant to abrasion.

5 **Shoes**

- a) It is recommended that shoes that comply with the CIK-FIA 2013-1 homologation or FIA Standard 8877-2022 are always worn.
- b) Must cover the whole foot and extend above the ankle.
- c) Must at all times be fit for purpose and safe for use in Competition.
- d) Must be securely fastened.
- e) 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.

FIA Guides

Clothing

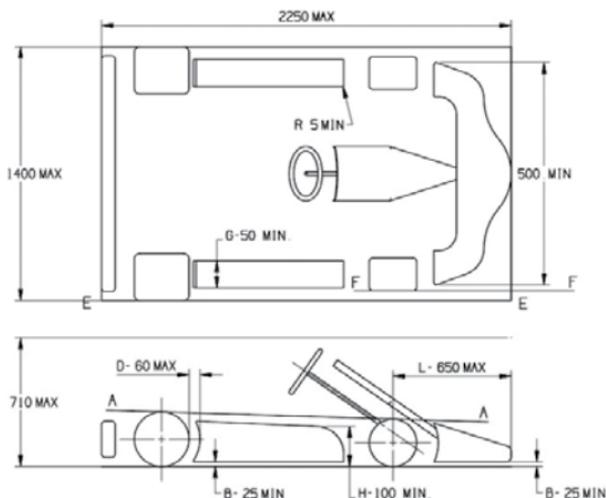
https://www.fia.com/sites/default/files/guidelines_safety_clothing_to_publish_bd.pdf

Helmets

https://www.fia.com/sites/default/files/guidelines_helmets-to_publish_bd.pdf

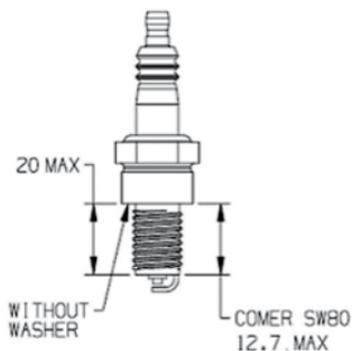
Figure 1

Appendix 1



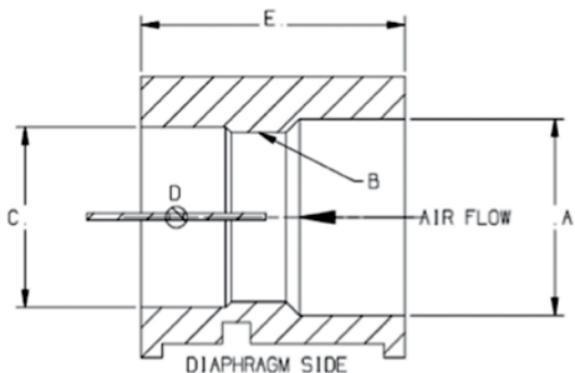
- Critical Australian Kart Formula Dimensions
- Specific References:
 - o Australian Kart Formula, Chapter 1
 - Rule 8.d – Maximum Dimensions
 - Rule 8.g.ii.5 – Front Fairing
 - Rule 8.g.iv – Side Pods
 - Rule 8.g.vii.3 and vii.6 – Rear Bumper Bars

Figure 2



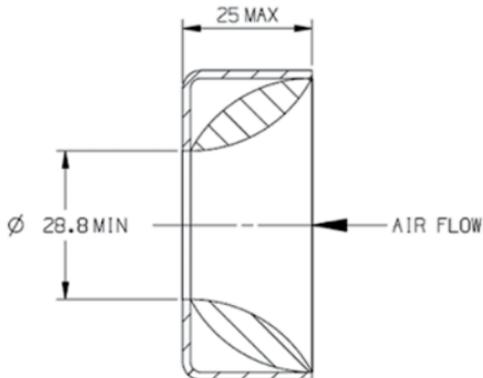
- Spark Plug Thread allowances
- Specific References
 - Australian Kart Formula, Chapter 1
 - 9.j – Spark Plugs

Figure 3



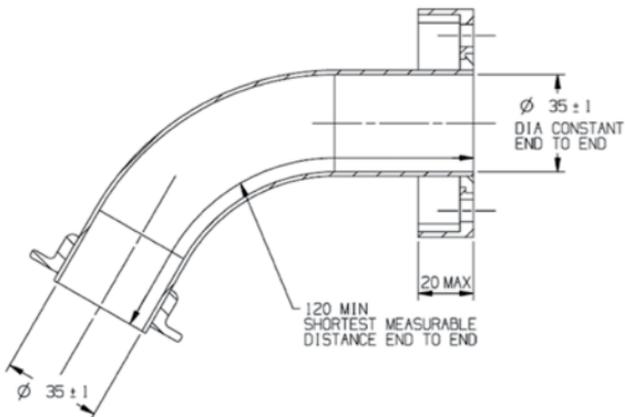
- Carburettor – Walbro WB dimensional allowances
- Specific References
 - Australian Kart Formula, Chapter 1
 - 9.l.vii

Figure 4

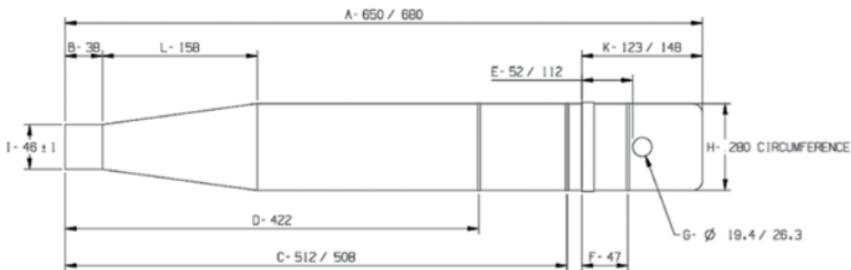


- Induction Noise Silencer Adaptor
- Specific References
 - o Australian Kart Formula, Chapter 1
 - 9.l.viii.2

Figure 5



- Exhaust Header Pipe
- Specific References
 - o 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 Tale 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

<p>Type 1</p> <p>a. Hexagon $\frac{3}{4}$ (19.05 mm) or 13/16 inch (20.64 mm) AF</p> <p>b. Applies to all 20mm plug length engines, including:</p> <ol style="list-style-type: none"> 1. KT100J 2. KT100S 3. ARC 4. Fireball 	
<p>Type 2</p> <p>a. Hexagon $\frac{3}{4}$ (19.05 mm) or 13/16 inch (20.64 mm) AF</p> <p>b. Applies to all 20mm plug length engines, including</p> <ol style="list-style-type: none"> 1. KT100J 2. KT100S 3. ARC 4. Fireball 5. Rotax Max and J Max <p>Type 2 gauge is specifically designed for Rotax Max and J Max by incorporating a relief to clear the water jacket cover.</p> <p>c. It is permitted to modify Type 1 gauges to incorporate the relief feature of the Type 2 gauge.</p>	
<p>Type 4</p> <p>a. Hexagon $\frac{3}{4}$ inch (19.05 mm) AF preferably</p> <p>b. Applies to the Comer SW80 engine with a $\frac{1}{2}$ inch (12.7mm) reach spark plug.</p>	
<p>CIK-FIA Type</p> <p>a. Hexagon $\frac{3}{4}$ inch (19.05 mm) AF preferably</p> <p>b. Applies to the following engines:</p> <ul style="list-style-type: none"> • IAME KA100 • IAME X30 • Vortex Rok GP • Vortex DVS-J • Vortex 60cc Mini Rok • KZ2 	
<p><i>For an engine which has a Homologated CC Test Gauge, such CC Test Gauge must be used.</i></p>	

CC Test Gauge Tolerances

All cc Test Gauges must conform to the following tolerances:

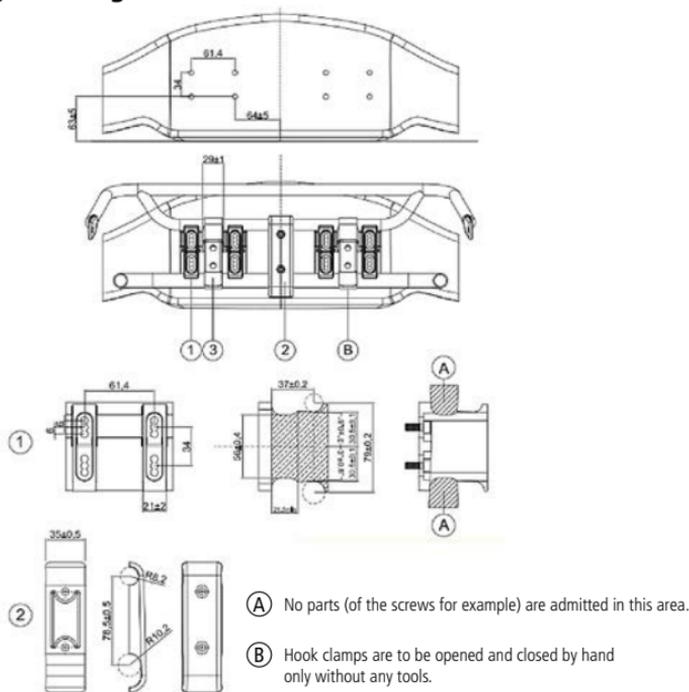
Feature	Tolerance (mm)
Overall Length	-0.00 to +0.05
Thread Length	-0.05 to +0.00
Bore	-0.00 to +0.015

TABLE 4 Port Timing and Piston Travel Measurements

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
Cheetah CNC	54.00	37.75 Min / 38.70 Max			9.80 Min

Figure 8

Front Fairing Mounting Kit



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

Definition - Front Fairing Mounting Kit

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

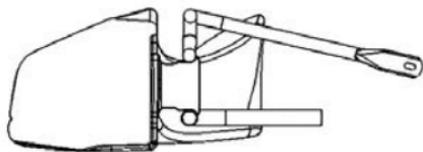
CIK Logo and Homologation number shall be embossed on each piece.

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

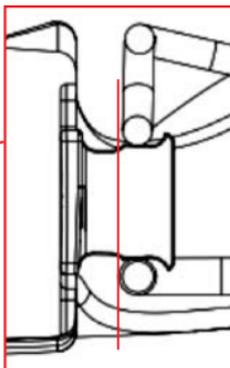
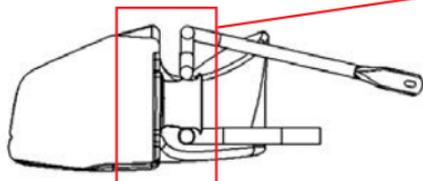
Front Fairing Installation

Correct Installation of the "Front Fairing"

Correct Position

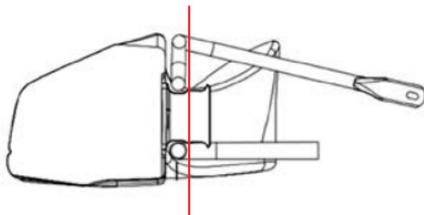
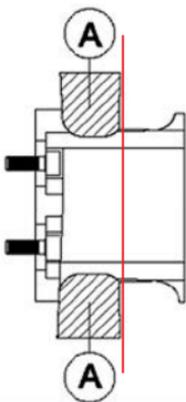


Acceptable Position



Not acceptable position

If any part of the tubes of the front bumper are in the areas marked "A".





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Class Rules



Cadet 9

1 Class

- a) Cadet 9

2 Age

- a) Minimum Age: Date of 6th Birthday
- b) A Driver must be a minimum of 7 Years old to Compete
- c) Maximum Age: Date of 10th birthday
- d) 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, Trophy
- d) National Championship, Cup

4 Licence Requirements

- a) State Series and Cup, Zonal and Club Competition: A Driver must hold the relevant Cadet 9 licence
- b) National Level Events: A 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 No H 107/RH - including all ancillary components
 - a. The engine must be manufactured by Vortex and imported into Australia by Patrizicorse.
 - 2) Comer SW80 (Zonal (Unless otherwise specified in State Regulations) and Club level events)
 - 3) Yamaha KT100J (Zonal (Unless otherwise specified in State Regulations) and Club level events)
 - (ii) Technical specifications and Homologation Papers available at 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# S80 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
 - (ii) 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’.
 - (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) No Class specific conditions apply to all other Competition levels.
 - (ii) Gearbox not permitted.
- i) Sparkplug – Vortex Mini Rok and Yamaha KT100J Only
 - (i) In accordance with the Homologation

7 **Competition Tyres**

- a) Dry
 - (i) Maxxis 190D – Cadet-KA
 - 1) Front Tyre size must be:
 - a. 10 x 4.00-5
 - 2) Rear Tyre size must be
 - a. 11 x 5.00-5
- c) Wet
 - (i) Maxxis MW21
 - 1) Front Tyre size must be:
 - a. 10 x 4.00-5
 - 2) Rear Tyres must be
 - a. 11 x 5.00-5
- d) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if approved in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if approved in accordance with the Rules).

8 **Social Karting Tyres**

- a) Dry
 - (i) Maxxis - 190D – Cadet-KA
 - (ii) LeCont - LH03 Aus, LOH, LPM
 - (iii) Maxxis - Sport
 - (iv) Maxxis - Super Sport
- b) Wet
 - (i) Maxxis - MW21
 - (ii) LeCont - SV1

9 **Rear Axle**

- a) For all levels of Competition other than State and National Championship Meetings: :
 - (i) Maximum OD – 30.0mm / Maximum ID – 24.0mm
 - (ii) Minimum length – 920mm
 - (iii) Maximum length – 970mm
- b) For State and National Championship Meetings.
 - (i) Maximum OD – 30.0mm / Maximum ID – 20.2mm
 - (ii) Minimum length – 950mm
 - (iii) Maximum length – 970mm

10 **Width**

- a) For State and National Championship Meetings:
 - (i) Maximum kart width 1100mm

11 **General**

- a) Minimum weight including the Driver:
 - (i) Vortex Mini Rok: 100kg
 - (ii) Comer SW80: 90kg
 - (iii) KT100J: 100kg

- b) Data Logging and/or Electronic Dash Display
 - (i) No Class specific conditions apply to all other Competition levels.
- c) Wheels:
 - (i) No Class specific conditions apply to all other Competition levels.
- d) 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.
- e) Competition Numbers
 - (i) Background: White.
 - (ii) Numbers: Red.
- f) 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 and Cup Meetings.
- g) Permitted Modifications
 - (i) In accordance with the Homologation.

MicroMax

1 Class

- a) MicroMax

2 Age

- a) Minimum Age: 7 Years old
- b) Maximum Age: Date of 10th birthday

3 Eligibility

- a) Social Karting 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 BRP Rotax Micro Max as Homologated No. 110H - including all ancillary components
 - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - (iii) Technical specifications available at karting.net.au
- b) Fuel
 - (i) No Class specific conditions

7 Social Karting Tyres

- a) Dry
 - (i) Maxxis - 190D – Cadet-KA
 - (ii) LeCont - LH03 Aus, LOH, LPM
 - (iii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) Maxxis - MW21
 - (ii) LeCont - SV1

8 General

- a) Minimum Weight including the Driver
 - (i) 110kg
- b) Data Logging and/or Electronic Dash Display
 - (i) Not permitted for Zonal and Club levels only.
 - (ii) No Class specific conditions apply to all other Competition levels.
- b) 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.
- c) Competition Numbers
 - (i) Background: White
 - (ii) Numbers: Red
- d) Permitted Modifications
 - (i) In accordance with the Homologation.

Cadet 12

1 **Class**

- a) Cadet 12

2 **Age**

- a) Minimum Age: Date of 9th birthday
- b) Maximum Age: Date of 13th birthday

3 **Competition Eligibility**

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

4 **Licence Requirements**

- a) State Series and Cup, Zonal and Club Competition: A Driver must hold the relevant Cadet 12 licence
- b) National Level Events: A 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 No H 107/RH - including all ancillary components
 - a. The engine must be manufactured by Vortex and imported into Australia by Patrizicorse.
 - 2) Yamaha KT100J (Zonal and Club level events - indefinitely)
 - (ii) All technical specifications available at 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 \varnothing 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'
 - (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 **Competition Tyres**

- a) Dry
 - (i) Maxxis 190D – Cadet-KA
 - 1) Front Tyre size must be
 - a. 10 x 4.00-5
 - 2) Rear Tyre size must be
 - a. 11 x 5.00-5
- b) Wet
 - (i) Maxxis MW21
 - 1) Front Tyre size must be
 - a. 10 x 4.00-5
 - 2) Rear Tyres must be
 - a. 11 x 5.00-5
- c) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and

- (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 Social Karting Tyres

- a) Dry
 - (i) Maxxis - 190D – Cadet-KA
 - (ii) LeCont - LH03 Aus, LOH, LPM
 - (iii) Maxxis - Sport
 - (iv) Maxxis - Super Sport
- b) Wet
 - (i) Maxxis - MW21
 - (ii) LeCont - SV1

9 Rear Axle

- a) For all levels of Competition other than State and National Championship Meetings:
 - (i) Maximum OD – 30.0mm / Maximum ID – 24.0mm
 - (ii) Minimum length – 920mm
 - (iii) Maximum length – 970mm
- b) For State and National Championship Meetings:
 - (i) Maximum OD – 30.0mm / Maximum ID – 20.2mm
 - (ii) Minimum length – 950mm
 - (iii) Maximum length – 970mm

10 Width

- a) For State and National Championship Meetings:
 - (i) Maximum kart width 1100mm

11 General

- a) Minimum Weight including the Driver
 - (i) Vortex Mini Rok: 110kg
 - (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 and Cup Meetings.
- f) Permitted Modifications
 - (i) In accordance with the Homologation.

MiniMax

1 Class

- a) MiniMax

2 Age

- a) Minimum Age: Date of 9th birthday
- b) Maximum Age: Date of 13th birthday

3 Competition Eligibility

- a) Social Karting only

4 Licence Requirements

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

5 Chassis

- a) A Kart must have a Minimum wheelbase of 890mm
- 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 EVO MY20 as Homologated No. 111H/RH - including all ancillary components
 - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - (iii) Technical specifications available at karting.net.au
- 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

7 Social Karting Tyres

- a) Dry
 - (i) Maxxis - 190D – Cadet-KA
 - (ii) LeCont - LH03 Aus, LOH, LPM
 - (iii) Maxxis - Sport
 - (iv) Maxxis - Super Sport
 - (v) 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) Maxxis - MW21
 - (ii) LeCont - SV1
 - (iii) Mojo CW
 - 1) Front Tyre size must be
 - a. 10 x 3.60-5
 - 2) Rear Tyres must be
 - a. 11 x 4.50-5

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 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
- f) Permitted Modifications
 - (i) In accordance with the Homologation

KA4 (State Regulation Class ONLY)

1 Class

- a) KA4

2 Age

- a) Junior
 - (i) Minimum Age: Date of 11th birthday
 - (ii) Maximum Age: Date of 16th birthday
- b) Senior
 - (i) Restricted by Licence
 - (ii) Masters division: Minimum of 40 years old to Compete

3 Competition Eligibility

- a) Club

4 Licence Requirements

- a) Junior
 - (i) A Driver must hold a Junior licence
- b) Senior
 - (i) A Driver 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 No 106H included all ancillary components
 - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
 - (ii) Technical specifications available at 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
- c) Induction Noise Silencer
 - (i) In accordance with the Homologation
- d) Exhaust
 - (i) Header Pipe
 - 1) In accordance with the Homologation
 - (ii) Restrictor
 - 1) 19mm IAME in accordance with the Homologation
 - (iii) Muffler
 - 1) In accordance with the Homologation

- e) Ignition
 - (i) In accordance with the Homologation
- f) Cooling
 - (i) N/A
- 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 **7. Competition Tyres**

- a) Dry
 - (i) LeCont LH03 Aus.
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 1) Front Tyre size must be
 - a. 10 x 4.20-5
 - 2) Rear Tyres size must be
 - a. 11 x 6.00-5
- c) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 **8 Social Karting Tyres**

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 **9 General**

- a) Weight
 - (i) Minimum Weight including the Driver
 - 1) KA4 Junior - Light: 128kg
 - 2) KA4 Junior - Heavy: 148kg
 - 3) KA4 Senior - Light: 148kg
 - 4) KA4 Senior - Heavy: 163kg
 - 5) KA4 Masters: 163kg (Unless otherwise specified in State Regulations)

- (ii) Maximum weight of a Kart excluding the Driver for KA4 Junior Heavy, Senior Heavy and Masters: 96kg
- 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) Permitted Modifications
 - (i) In accordance with the relevant Homologation

KA3

1 **Class**

- a) KA3

2 **Age**

- a) Junior
 - (i) Minimum Age: Date of 11th birthday
 - (ii) Maximum Age: Date of 16th birthday
- b) Senior
 - (i) Restricted by Licence
 - (ii) Masters division: Minimum of 40 years old to Compete

3 **Competition Eligibility**

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

4 **Licence Requirements**

- a) Junior
 - (i) National Level Events: A Driver must hold a Minimum C Grade Junior licence
 - (ii) All other Competitions: A Driver must hold a Junior licence
- b) Senior
 - (i) National Level Events: A Driver must hold a Minimum C Grade Senior licence
 - (ii) All other Competitions: A Driver 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 No 106H included all ancillary components
 - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
 - (ii) Technical specifications available at 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
- c) Induction Noise Silencer
 - (i) In accordance with the Homologation
- d) Exhaust
 - (i) Header Pipe
 - 1) In accordance with the Homologation

- (ii) Restrictor
 - 1) Junior: 22mm Type 3 IAME KA100 Restrictor in accordance with the Homologation
 - 2) Senior: Unrestricted in accordance with the Homologation
- (iii) Muffler
 - 1) In accordance with the Homologation
- e) Ignition
 - (i) In accordance with the Homologation
- f) Cooling
 - (i) N/A
- 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 7 Competition Tyres

- a) Dry
 - (i) LeCont LH03 Aus.
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 1) Front Tyre size must be
 - a. 10 x 4.20-5
 - 2) Rear Tyres size must be
 - a. 11 x 6.00-5
- c) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Meeting); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Supersport
- b) Wet
 - (i) LeCont - SV1

9 General

- a) Weight
 - (i) Minimum weight including the Driver
 - 1) KA3 Junior – Championship: 137kg
 - 2) KA3 Junior Light: 132kg
 - 3) KA3 Junior Heavy: 150kg
 - 4) KA3 Senior - Championship: 160kg
 - 5) KA3 Senior - Light: 150kg
 - 6) KA3 Senior - Medium: 170kg
 - 7) KA3 Senior - Heavy: 190kg (Unless otherwise specified in State Regulations)
 - 8) KA3 Masters: 170kg (Unless otherwise specified in State Regulations)
 - (ii) Maximum weight of a Kart excluding the Driver for KA3 Junior Heavy, Senior Medium and Senior Heavy, divisions: 97kg
- 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 Meetings.
- f) Permitted Modifications
 - (i) In accordance with the relevant Homologation

Chapter 7

Class Deleted

Rotax Junior Max

1 Class

- a) Junior Max

2 Age

- a) Minimum Age: Date of 12th birthday
- b) Maximum Age: Date of 16th birthday

3 Eligibility

- a) Competition
 - (i) Club
 - (ii) Zonal
 - (iii) State Championship, Series, Cup, Trophy
 - (iv) National Cup Series
 - ~~(v) Junior Performance~~
- b) Social Karting

4 Licence Requirements

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

5 Chassis

- a) Frame
 - (i) Must comply with the [Rotax trophy Class Regulations on www.karting.net.au](http://www.karting.net.au) Rules

6 Drivetrain

- a) Engine
 - (i) Type
 - 1) [Rotax MAX 125 as Homologated No 113H/RH](#) BRP-Rotax Junior Max EVO as Homologated No 112H/RH —including all ancillary components
 - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - (iii) 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
 - (iv) Technical specifications available at 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) 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) **Rotax SR4 23.50mm**
 - (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 **Competition Tyres**

- a) Dry – Rotax Junior Max and Junior Performance
 - (i) LeCont LH03
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 - 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 - 5
 - b) Wet
 - (ii) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - 1) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - 2) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
 - d) Dry Tyres must be fitted with Bead retention

8 **Social Karting Tyres**

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport

- (iii) Mojo - D2XX
 - 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) LeCont - SV1
 - (ii) Mojo - W5
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 5
 - 2) Rear Tyres size must be
 - a. 11 x 6.00 - 5

9 General

- a) Minimum weight including the Driver:
 - (i) Junior Max: 145kg
- b) Data Logging
 - (i) No Class specific conditions
- c) Apparel
 - (i) Refer to Technical Rules – Apparel
 - (ii) Rib and 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) Video Camera
 - (i) No Class specific conditions
- f) Permitted Modifications
 - (i) In accordance with the relevant Homologation

KA2

1 **Class**

- a) KA2

2 **Age**

- a) Minimum Age: Date of 12th birthday
- b) Maximum Age: Date of 16th birthday

3 **Competition Eligibility**

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

4 **Licence Requirements**

- 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) Vortex Rok DVS (Junior) as Homologated
 - a. The engine must be manufactured by Vortex and imported into Australia by Patrizicorse.
 - (ii) Homologation documents and technical specifications available at 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) 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
- e) Ignition
 - (i) In accordance with the Homologation and KA Technical Specifications
- f) Cooling
 - (i) In accordance with the Homologation and KA Technical Specifications
- g) Transmission
 - (i) Gearbox not permitted

- h) Starter
 - (i) N/A
- i) Clutch
 - (i) N/A
- j) Fuel
 - (i) No Class specific conditions

7 Competition Tyres

- a) Dry
 - (i) LeCont LOH
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- d) Dry Tyres must be fitted with Bead retention

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 General

- a) Minimum weight including the Driver:
 - (i) 142kg unless otherwise specified in State Regulations.
- 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) 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 and Cup Meetings.
- f) Permitted Modifications
 - (i) In accordance with the relevant Homologation

IAME X30

1 **Class**

- a) X30

2 **Age**

- a) Restricted by Licence

3 **Competition Eligibility**

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

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 as Homologated No 78H/RH
 - (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
 - (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) 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 Competition Tyres

- a) Dry
 - (i) LeCont LPM
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- c) Dry Tyres must be fitted with bead retention

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 General

- a) Weight
 - (i) Minimum weight including the Driver
 - 1) X30 Light: 162kg
 - 2) X30 Heavy: 176kg
 - (ii) Maximum weight of a Kart excluding the Driver for the Heavy division: 102kg
- 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 and Cup 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) Competition
 - (i) Club
 - (ii) Zonal
 - (iii) State Championship, Series, Cup, Trophy
 - (iv) National Cup, Series
 - (v) Tag 125, TaG 125 Restricted, Open Performance

4 Licence Requirements

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

5 Chassis

- a) Frame
 - (i) Must comply with the Rules (except Trophy Class)
 - (ii) Trophy Class: Must comply with the Rotax Trophy Class Regulations on www.karting.net.au

6 Drivetrain

- a) Engine
 - (i) Type
 - 1) Rotax 125 Max 125 as Homologated No 113H/RH
 - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - (iii) 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
 - (iv) Technical specifications available at 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) 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) 1) Trophy Class: Rotax SR4: 23.50mm 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 Competition Tyres

- a) Dry
 - (i) LeCont LHO3 Aus
 - 1) Front Tyre size must be
 - b. 10 x 4.50 - 5
 - 2) Rear Tyre size must be
 - b. 11 x 7.10 - 5
 - (ii) Tag 125, Tag 125 Restricted, Open Performance - according to Class Rules:
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10 - 5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- d) Dry Tyres must be fitted with Bead retention.

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport

- (iii) Mojo - D5
 - 1) Front Tyre size must be
 - a. 4.5 x 10.0 - 5
 - 2) Rear Tyre size must be
 - a. 7.1 x 11.0 - 5
- b) Wet
 - (i) LeCont - SV1
 - (ii) Mojo - W5
 - 1. Front Tyre size must be;
 - a. 10 x 4.50 - 5
 - 4. Rear Tyre size must be:
 - a. 11 x 6.00 - 5

9 General

- a) Weight including the driver
 - (i) Minimum weight including the Driver
 - 1) **Rotax 125 Max Light: 162kg National Series**
 - a. ~~Rotax 125 Max Light: 165kg~~
 - a. Rotax 125 Max Heavy: 180kg
 - 2) ~~Other Meetings~~
 - a. ~~Rotax 125 Max Light: 160kg~~
 - b. ~~Rotax 125 Max Heavy: 180kg~~
 - (ii) Maximum weight of a Kart excluding the Driver for the Heavy division: 102kg
- 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) No Class specific conditions
- f) Permitted Modifications
 - (i) In accordance with the Homologation

TaG 125 Restricted

Note: *Parilla Leopard and SQ Cheetah engine homologations have expired and the engines are only permitted for use in Competition in accordance with State Regulations.*

1 Class

- a) TaG 125 Restricted

2 Age

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

3 Competition Eligibility

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

4 Licence Requirements

- a) A Driver must hold a Senior licence
 - (i) National Cup, State Championship, State Series, State Cup, State Trophy Meeting a Driver must hold a Maximum of a C Grade Senior licence or Drivers over 40 years old may hold an A Grade or B Grade 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 Zonal or Club Meeting.
 - (iii) **Unless otherwise approved by KA, a Driver who wins a State Championship in the TaG 125 Restricted Light, TaG 125 Restricted Medium or TaG 125 Restricted Heavy class is ineligible to compete in a TaG 125 Restricted Division at a State Championship in the following calendar year.**

5 Chassis

- a) Must comply with the Rules

6 Drivetrain

- a) Engine
 - (i) Type
 - 1) IAME X30 125 as Homologated No. 78H/RH
 - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd
 - 2) Rotax Max 125 as Homologated No 113H
 - a. The engine must be manufactured by BRP Rotax **and imported into Australia by IKD or RaceMax Pty Ltd.**
 - 3) Rotax Junior Max as Homologated No 112H
 - a. The engine must be manufactured by BRP Rotax **and imported into Australia by IKD or RaceMax Pty Ltd.**
 - 4) PRD Galaxy as Homologated No 100H
 - a. The engine must be manufactured and distributed by St George Kart Centre Wholesale Pty Ltd.

- 5) Vortex Rok GP as Homologated No 122H
 - a. The engine must be manufactured by Vortex and be imported into Australia by Patrizicorse
 - 6) PRD Fireball 125 as Homologated No 72H
 - a. The engine must be manufactured and distributed by St George Kart Centre Wholesale Pty Ltd
 - 7) Parilla Leopard 125*
 - 8) SQ Cheetah 125*
- (ii) Technical specifications available at 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 **or exhaust manifold issued by the engine manufacturer** 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. **Any exhaust manifold issued by the engine manufacturer must comply with the dimensions as outlined in the homologation.**
 - 2) Restrictor Specific to Engine:
 1. PRD Fireball 125
 - i. AKA F2: 27.00mm
 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 Type 1 Exhaust System
 - i. AKAX30: 23.40mm
 5. IAME X30 125 Type 2 Exhaust System
 - ~~i. IAME D22: 22.00mm~~
 - i. IAME D22.70:22.80mm
 6. SQ Cheetah 125
 - i. AKA SQ1: 25.00mm
 7. Rotax Max 125
 - i. AKA SR2: 24.50mm
 - ii. AKA SR3: 23.50mm
 - iii. **Rotax SR4: 23.50mm**
 8. Rotax Junior Max

- i. AKA SR2: 24.50
 - 9. PRD Galaxy
 - i. KA-G1: 25.50mm - in accordance with the Homologation
 - 10. Vortex Rok GP
 - i. Rok GP (Part No. W10911): 25.00mm – 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) IAME X30 125 In accordance with the Homologation
 - 2) Rotax Max 125 - In accordance with the Homologation
 - 3) Rotax Junior Max - In accordance with the Homologation
 - 4) PRD Galaxy – In accordance with the Homologation
 - 5) Vortex Rok GP – In accordance with the Homologation
 - 6) PRD Fireball 125 - In accordance with the Homologation
 - 7) Parilla Leopard 125 Selettra Digital K Ignition with black ignition module
 - 8) Parilla Leopard 125 Selettra Digital K Ignition with green ignition module marked AKA20L
 - 9) SQ Cheetah 125 - 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 Competition Tyres

- a) Dry
 - (i) LeCont LH03 Aus
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) Current Competition Tyres
 - (ii) LeCont - SV1

9 General

- a) Weight
 - (i) Minimum weight including the Driver
 - 1) TaG 125 Restricted Light:
 - a. Rotax (Engine fitted with SR3 Restrictor) 160kg
 - b. Rotax (Engine fitted with SR2 or SR4 Restrictor) 165kg
 - c. IAME X30 160kg
 - d. Vortex Rok GP 160kg
 - e. All other engines: 160kg
 - 2) TaG 125 Restricted Medium:
 - a. Rotax (Engine fitted with SR3 Restrictor) 180kg
 - b. Rotax (Engine fitted with SR2 or SR4 Restrictor) 185kg
 - c. IAME X30 180kg
 - d. Vortex Rok GP 180kg
 - e. All other engines: 180kg
 - 3) TaG 125 Restricted Heavy: (Unless otherwise specified in State Regulations)
 - a. Rotax (Engine fitted with SR3 Restrictor) 200kg
 - b. Rotax (Engine fitted with SR2 or SR4 Restrictor) 205kg
 - c. IAME X30 200kg
 - d. All other engines: 200kg
 - e. Vortex Rok GP 200kg
 - f. Note: Wherever run, it should, be consolidated with the Medium Division or such other permitted Class/Division in accordance with the Rules.
 - 4) TaG 125 Restricted Masters:
 - a. Rotax (Engine fitted with SR3 Restrictor) 180kg
 - b. Rotax (Engine fitted with SR2 or SR4 Restrictor) 185kg
 - c. IAME X30 180kg
 - d. Vortex Rok GP 180kg
 - e. All other engines: 180kg
 - (ii) Maximum weight of the Kart excluding the Driver for the Medium and Heavy Division: 102kg
- 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

Note: Parilla Leopard and SQ Cheetah engine homologations have expired and the engines are only permitted for use in Competition in accordance with State Regulations.

1 Class

- a) TaG 125

2 Age

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

3 Competition Eligibility

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

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) IAME X30 125 as Homologated No 78H/RH
 - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd.
 - 2) Rotax Max 125 as Homologated No 113H
 - a. The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - 3) PRD Galaxy as Homologated No 100H
 - a. The engine must be manufactured and distributed by St George Kart Centre Wholesale Pty Ltd.
 - 4) Vortex Rok GP as Homologated No 122H
 - a. The engine must be manufactured by Vortex and imported into Australia by Patrizicorse
 - 5) PRD Fireball 125 as Homologated No 72H
 - 6) Parilla Leopard 125*
 - 7) SQ Cheetah 125*
 - (ii) Technical specifications available at 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) In accordance with the homologation
 - (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 Competition Tyres

- a) Dry
 - (i) LeCont LOH
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- d) Dry Tyres must be fitted with Bead retention

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 General

- a) Weight
 - (i) The Minimum weight including Driver
 - 1) Championship
 - a. IAME X30 125: 172kg
 - b. Rotax Max 125: 172kg
 - c. PRD Galaxy: 172kg
 - d. Vortex Rok GP: 172kg
 - 2) Light
 - a. IAME X30 125: 160kg
 - b. Rotax Max 125: 160kg
 - c. PRD Galaxy: 160kg
 - d. Vortex Rok GP: 160kg
 - e. PRD Fireball 125: 150kg
 - f. Parilla Leopard 125: 155kg
 - g. SQ Cheetah 125: 155kg
 - 3) Heavy
 - a. IAME X30 125: 180kg
 - b. Rotax Max 125: 180kg
 - c. PRD Galaxy: 180kg
 - d. Vortex Rok GP: 180kg
 - e. PRD Fireball 125: 170kg
 - f. Parilla Leopard 125: 175kg
 - g. SQ Cheetah 125: 175kg
 - 4) Masters
 - a. IAME X30 125: 180kg
 - b. Rotax Max 125: 180kg
 - c. PRD Galaxy: 180kg
 - d. Vortex Rok GP: 180kg
 - e. PRD Fireball 125: 170kg
 - f. Parilla Leopard 125: 175kg
 - g. SQ Cheetah 125: 175kg
 - (ii) Maximum weight of the Kart excluding the Driver for the Heavy Division: 102kg.
- 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 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 **Eligibility**

- a) Competition – DD2, Gearbox, Open Performance
 - (i) Club
 - (ii) Zonal
 - (iii) State – Series, Cup, Trophy, Championship
- b) Social Karting

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
- b) Chassis must be fitted with either:
 - a. A rear tyre protection system in accordance with the Homologation; or
 - b. Rear Wheel Protection

6 **Drivetrain**

- a) Engine
 - (i) Type
 - 1) 125cc Max DD2 as Homologated No 114H
 - (ii) The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
 - (iii) Technical specifications available at 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 Competition Tyres

- a) Dry - Prime
 - (i) LeCont LH03
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10 - 5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- d) Dry Tyres must be fitted with Bead retention

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 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) No Class specific conditions
- f) Permitted Modifications
 - (i) In accordance with the Homologation

Vortex Rok GP

1 **Class**

- a) Rok GP

2 **Age**

- a) Light: Restricted by Licence
- b) Masters: Minimum of 32 years old.
 - (i) Drivers under the age of 32 years are eligible to compete if their minimum weight, including all compulsory safety equipment is 85kg or above

3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State, Series, Cup, Trophy
- d) National 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) No Class specific conditions

6 **Drivetrain**

- a) Engine
 - (i) Type
 - 1) Vortex Rok GP 125 as Homologated No 122H
 - a. The engine must be manufactured by Vortex and imported into Australia by Patrizicorse.
 - (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
 - (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) 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) In accordance with the relevant engine Homologation
- h) Starter
 - (i) In accordance with the relevant engine Homologation
- i) Clutch
 - (i) In accordance with the relevant engine Homologation
- j) Fuel
 - (i) Pump Fuel or
 - (ii) Unleaded Racing Fuel

7 **Competition Tyres**

- a) Dry
 - (i) LeCont LPM
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 all other Competitions: From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) two (2) sets of Dry Tyres; and
 - (ii) two (2) sets of Wet Weather Tyres.
- d) Dry Tyres must be fitted with bead retention

8 **Social Karting Tyres**

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 **General**

- a) Minimum weight including the Driver
 - (i) Light: 162kg
 - (ii) Heavy: 180kg
 - (iii) 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) No Class specific conditions
- e) Permitted Modifications
 - (i) In accordance with the relevant Homologation

KZ2

1 **Class**

- a) KZ2

2 **Age**

- a) Restricted by Licence

3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State Championship, Series, Cup, Trophy
- d) National 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) 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 VSHS 30
 - (ii) Technical specifications available at 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, Series, Cup - Three (3)
 - 2) All other Competitions – Two (2)
 - b) Carburettor
 - (i) Dell’Orto VSHS 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) Pump Fuel or
 - (ii) Unleaded Racing Fuel

7 Competition Tyres

- a) Dry
 - (i) LeCont LPM
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- b) Wet
 - (i) LeCont SV1
 - 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 and Cup Meetings: From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) two (2) sets of Dry Tyres; and
 - (ii) two (2) sets of Wet Weather Tyres.
- d) For all other Competitions: From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- e) Dry Tyres must be fitted with bead retention

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport

- b) Wet
 - (i) LeCont – SV1

9 General

- a) Minimum weight including the Driver
 - (i) 177kg unless otherwise specified in State or Supplementary Regulations
- 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 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 Series, Cup, Trophy

4 **Licence Requirements**

- a) A Driver must hold a Minimum B Grade Senior licence unless a Driver is the Kart is powered by a four (4) stroke engine(s) wherein a Driver must hold a Minimum C 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 SV (Senior) as Homologated No 119H
 - 1) The engine must be manufactured by Vortex and imported into Australia by Patrizicorse;
 - (ii) Vortex Rok Shifter as Homologated No 123H
 - 1) The engine must be manufactured by Vortex and imported into Australia by Patrizicorse Pty Ltd
 - (iii) IAME Super X30 as Homologated No 118H
 - 1) The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd.
 - (iv) IAME Super X30 Shifter as Homologated No 117H
 - 1) The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd.
 - (v) Torini TC 250 Factory Sealed as Homologated No 108H
 - 1) The engine must be manufactured by Austech Industries Pty Ltd.
 - (vi) 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 KA Homologated and/or KA Approved engines of the same brand and model are used at the same time.
 - Both engines including ancillaries must conform to the Homologation or KA Approval 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 430cc total cylinder volume when two (2) Torini TC250 engines are used at the same time.

- (vii) Must be a series Production Engine
 - (viii) Must be KA or CIK-FIA Homologated and/or KA Approval
 - (ix) A Kart may have no more than two (2) engines fitted at one time.
 - (x) May be either air or water cooled.
 - (xi) Technical specifications available at karting.net.au
 - (xii) 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
 - (ii) If the AKA43 is used it must be in accordance with the Rules.
- 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 of 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 Competition Tyres

- a) Dry
 - (i) LeCont LPM
 - 1) Front Tyre size must be
 - a. 10 x 4.50-5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10-5
- c) Wet
 - (i) LeCont SV1
 - 1) Front Tyre size must be
 - a. 10 x 4.20-5
 - 2) Rear Tyre size must be
 - a. 11 x 6.00-5
- d) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- e) Must be fitted with bead retention.

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) Current Competition Tyres
 - (ii) LeCont - SV1

9 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

Gearbox

1 **Class**

- a) Gearbox

2 **Age**

- a) Restricted by Licence

3 **Competition Eligibility**

- a) Club
- b) Zonal
- c) State Series, Cup, Trophy
- d) National 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) Type
 - (i) Any engine currently or previously Homologated by CIK-FIA or Approved by KA for K22 Competition
 - a. Must comply with CIK-FIA Homologation Documents
 - b. The Competitor must at all times have a copy of the Homologation and/or approval documents relating to the engine and exhaust being used.
 - c. Carburettor – Dell’Orto VSH 30
 - (ii) IAME Super X30 Shifter as Homologated No 117H
 - a. The engine must be manufactured by IAME and imported into Australia by Remo Racing Pty Ltd.
 - (iii) Vortex Rok Shifter as Homologated No 123H
 - a) The engine must be manufactured by Vortex and imported into Australia by Patrizicorse Pty Ltd
 - (iv) Rotax DD2 as Homologated No 114H
 - a. The engine must be manufactured by BRP Rotax and imported into Australia by IKD or RaceMax Pty Ltd.
- 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
 - a. In accordance with the relevant engine Homologation
 - (ii) Muffler
 - a. In accordance with the relevant engine Homologation

- e) Ignition System
 - (i) In accordance with the relevant engine Homologation.
- 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) In accordance with the relevant engine Homologation.
- h) Starter
 - (i) No Class specific definitions
- i) Clutch
 - (i) No Class specific definitions
- j) Fuel
 - (i) No Class specific conditions

7 **Competition Tyres**

- a) Dry
 - (i) LeCont LPM
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 5
 - 1. Rear Tyre size must be
 - a. 11 x 7.10 - 5
- b) Wet
 - (i) LeCont SV1
 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Tyre if permitted in accordance with the Rules); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).
- d) Must be fitted with bead retention.

8 **Social Karting Tyres**

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 **General**

- a) Minimum weight including the Driver,
 - (i) All Competitions: 180kg unless otherwise specified in State Regulations or Supplementary Regulations for a Meeting.

- (ii) Other than at State Series Meetings, 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) Start Procedure
 - (i) The Start Procedure will be in accordance with Competition Rules Chapter 1 Rule 22 e) – Standing Starts unless otherwise specified in State Regulations or Supplementary Regulations for a Meeting.
 - (ii) In the interest of safety, Karts fitted with a DD2 engine must be gridded at the rear of the entire Field for the Start.
- f) Permitted Modifications
 - (ii) In accordance with the relevant Homologation

Yamaha

1 Class

- a) Yamaha

2 Age

- a) Junior
 - (i) Minimum Age: Year of 12th birthday
 - (ii) Maximum Age: Date of 16th birthday
- b) Senior
 - (i) Restricted by Licence
 - (ii) Masters division: Minimum of 40 years old to Compete

3 Competition Eligibility

- a) Club
- b) Zonal – Unless otherwise specified in State Regulations

4 Licence Requirements

- a) Junior
 - (i) Yamaha KT100J: Must hold a Junior Licence
 - (ii) All other Engines: Must hold a Minimum B Grade Junior Licence
- b) Senior
 - (i) Must hold a Senior licence

5 Chassis

- a) Frame
 - (i) Must comply with the Rules
 - (ii) No Class specific conditions
- b) Wheels - Yamaha KT100SEC
 - (i) The following Wheels and Wheel Hubs may be used on a Kart fitted with a KT100SEC engine:
 - 1) Front: Edward Spoke F117S-5FUT
 - 2) Rear: Edward Spoke R200-5FUT
 - 3) Wheel Hubs must be aluminium

6 Drivetrain

- a) Engine
- b) All engines listed below are permitted in either the Junior Division or Senior Division.
 - (i) Type
 - 1) Yamaha KT100J
 - 2) Yamaha KT100SEC
 - a. Must run with clutch and complete KT100SEC starter system
 - 3) Yamaha KT100SE
 - 4) Yamaha KT100SD

- (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 KT100SEC, KT100SE and KT100SD engines must be fitted with a fin dampening system.
- (iv) Technical specifications available at 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)
- c) Carburettor
 - (i) Walbro WB Series in accordance with the Technical Rules.
- d) Induction Noise Silencer
 - (i) AKA43 Homologated Assembly.
- e) Exhaust
 - (i) Header Pipe
 - 1) In accordance with the Technical Rules
 - (ii) Restrictor
 - 1) Not required
 - (iii) Muffler
 - 1) KT100J: In accordance with the Homologation otherwise the AKA14 Control Muffler must be used
 - 2) All other engines: AKA39 Control Muffler.
- f) Ignition
 - (i) Yamaha KT100SEC
 - 1) Complete Yamaha KT100SEC system
 - (ii) All other engines - In accordance with the Homologation
- g) Cooling
 - (i) N/A
- h) Transmission
 - (i) Gearbox not permitted
- i) Starter
 - (i) Yamaha KT100SEC
 - 1) Complete Yamaha KT100SEC system must be used
 - (ii) All other engines – not permitted
- j) Clutch
 - (i) 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

- (ii) Yamaha KT100S Short Shaft
 - 1) Strike SSS SL (AKA#45)
 - 2) Freeline (AKA#44)
 - 3) Ital Red S (Spec1, Spec2, Taperlock)
 - 4) ZEDTEC ZD1 X
 - 5) AKA#52
- (iii) Yamaha KT100S Long Shaft
 - 1) Tomar TD22 (AKS#56)
 - 2) Strike SSS Evolution (AKA#47)
 - 3) Ital Red (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
- k) Fuel
 - (i) No Class specific conditions

7 Competition Tyres

- a) Dry
 - (i) LeCont LH03 Aus
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 5
 - 2) Rear Tyre size must be
 - a. 11 x 7.10 - 5
 - b) Wet
 - (i) LeCont SV1
 - 1) Front Tyre size must be
 - a. 10 x 4.50 - 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 the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - (i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Meeting); and
 - (ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont - SV1

9 **General**

a) Weight

- (i) Minimum weight including the Driver (Unless otherwise specified in State Regulations)
 - 1) Yamaha - Junior:
 - a. Yamaha KT100J: 131kg
 - b. All other engines: 141kg
 - 2) Yamaha - Senior Light: 141kg
 - 3) Yamaha - Senior Medium: 161kg
 - 4) Yamaha – Senior Heavy: 181kg
 - 5) Yamaha - Masters: 161kg
- (ii) Maximum weight of a Kart excluding the Driver for Yamaha Senior Medium & Heavy Divisions: 90kg

b) Data Logging

- (i) Only the following gauges are permitted to be used on a Kart using a KT100SEC engine:
 - 1) Engine Speed
 - 2) Temperature
 - 3) Lap Timer

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) Permitted Modifications

- (ii) 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) To be classified as a Vintage Kart, a Kart Class including Engine must:
 - (i) have been previously permitted for competition in a Class approved by either KA and/or AKA Inc.; and
 - (ii) have been removed from the KA Rules for a minimum of 15 years
 - (iii) comply with the Class Rules that related to that particular Class.
- c) A Vintage Kart is as defined in the Rules.
- d) 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 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.

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 ("KAVC"). All Karts must be registered with the KAVC and show their registration sticker to be eligible for Practice, Parade/s, Demonstration/s and Time Trial/s on a Track. Contact your State Vintage Club Secretary for a registration application form.
- b) The owner of a Vintage Kart must be a member of a Club ("Vintage Kart Member") before applying for registration of a Vintage Kart.
- c) To be eligible for registration, a Vintage Kart must be either an original, an original restoration or a faithful replica.
- d) Four (4) photographs showing the front, rear and side views must accompany the registration application. Photos must be clear enough to identify the features of the Vintage Kart. Log Book's issued prior to 1 January 2018 are permitted to have only three (3) photographs.
- e) Once registered, a Vintage Kart will be issued with a registration sticker displaying the Log Book number. This is to be affixed to the applicable Vintage Kart at all times as proof of registration.
- f) Once registered, a Vintage Kart will be issued a Log Book in accordance with these Rules.
- g) Kart registration only remains valid whilst the owner remains a Vintage Kart Member.
- h) The Vintage Kart can only be driven on any Track if specifications and appearance match the issued log book.
- i) The following fees shall apply to the registration and transfer of Vintage Karts:
 - (i) Registration (one time only) - \$25.00 each Kart for each of the first four (4) Karts registered by a Vintage Kart Member;
 - (ii) Registration (one time only) - \$15.00 each Kart for all subsequent Karts belonging to the same Vintage Kart Member;
 - (iii) Transfer - \$25.00 each Kart.
 - (iv) Log Book Registration Sticker Reprint: \$20.00 for each sticker

5 **Kart Log Book**

- a) All Vintage Karts must be accompanied by a KAVC issued Log Book. The log book is to be available as proof of registration for scrutineering and operation on a Track.
- b) 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.
- c) 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.
- d) When a Vintage Kart changes ownership the current Log Book will be transferred for registration with the KAVC to the new owner strictly on the basis that the new owner is a Vintage Kart Member.

6 **Vintage**

a) The following types of event may be conducted for Vintage Karts 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 a either a single kart or group of karts at a moderate speed. The following conditions apply:

- A kart designated by the Clerk of the Course as the Pace Kart shall lead the Parade so as to control the pace of the Karts on the Track.
- Overtaking is strictly forbidden;
- 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:

- All normal Officials and services required for Competition in accordance with these Rules must be provided;
- Each Kart must leave the out grid in their Era. Notwithstanding that in the interest of safety, Karts may be arranged in groups of similar performance, at the discretion of the Clerk of the Course (e.g. a lower performance Era 4 Kart can be grouped with an Era 3 Kart of similar performance.) Combining high performance Karts and lower performance Karts on the Track is strictly prohibited.
- A Driver 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.
- 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 Track will be 70% of the Circuit's licenced capacity;
- Timing is forbidden; and
- The demonstration must be included in the Supplementary Regulations.

- (iv) Time Trial

An Event in which a Competitor is timed for two (2) laps.

- 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;
- The maximum number of karts on the Track at any one time will be two (2);
- Weight Adjusted Time Trials for Vintage Karts are not permitted to be conducted.
- The Time Trial must be included in the Supplementary Regulations.

(iv) Regularity Trial

A Regularity Trial is an event for Vintage Karting where a Driver is rewarded for consistency in achieving lap times that are as close as possible to their target lap time ("Target Time").

- Each Driver must have a functioning MYLAPS compatible timing transponder fitted to their Kart for the purposes of timing during each Regularity Trial and timed practice session at a Meeting.
- No form of Electronic Dash Display that displays the lap time for the driver is permitted to be used.
- The number of Karts on the Track will be no more than 50% of the Track Density.
- There will be a single timed practice session for each Era in which each Driver will be required to set their Target Time.
 - o Notwithstanding that in the interest of safety, Karts may be arranged in groups of similar performance ("Performance Group"), at the discretion of the Clerk of the Course.
 - e.g. a lower performance Era 4 Kart can be grouped with an Era 3 Kart of similar performance.
 - o High-performance Karts are not permitted on the Track at the same time as lower performance Karts. For the sake of clarity, a 200cc Kart is not permitted on the Track at the same time as a lower performance Kart.
- The Target Time will be the fastest time recorded by a Driver during the timed practice session.
- If a Driver is unable to set a Target Time during the timed practice session, the Time Keeper will apply the slowest Target Time recorded by a Driver in a Kart from the same Era to that Driver.
- The Regularity Trial will be conducted over a number of timed laps that will be specified in Supplementary Regulations ("Regularity Laps").
 - o Each Driver must leave the out grid in their Era/Performance Group.
 - o The Driver with the fastest Target Time in their Era /Performance Group will be the first to leave the out grid, then the second fastest and so.
 - o Only one (1) Driver will be permitted to leave the out grid at a time and at intervals of no less than five (5) and no more than ten (10) seconds.
 - o If a Driver is unable to leave the out grid in their allocated grid position, they must wait until all other Karts have left the out grid before being allowed to leave the out grid.
 - o A Driver will complete two (2) rolling laps before starting the Regularity Laps.
 - The practice of weaving to warm Tyres during the rolling laps is permitted
 - o A Driver's Regularity Laps will end upon the display of the black and white chequered flag.
- Penalty Points will be applied to each Driver for every 1/10th of a second over or under the Driver's Target Time for each of the Regularity Laps that the Driver completes:
 - o Penalty Points (faster than the Target Time):
 - 1-3 seconds faster: 2 Points per 1/10th second
 - More than 3 seconds faster: 3 Points per 1/10th second

- o Penalty Points (slower than the Target Time):
 - 1-3 seconds slower: 1 Point per 1/10th second
 - More than 3 seconds slower: 1.5 Points per 1/10th second
 - The Driver who has completed the prescribed number of Regularity Laps who accumulates the lowest Penalty Point score will be the best performed Driver.
 - No award will be made that is solely based on kart performance.
 - 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 SKA 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 SKA 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 Apparel as defined in Technical Rules Chapter 7 - Apparel, except in a single-kart Parade in either an Era 1, 2 or 3 Kart, where period-correct clothing may be worn.
 - i) Only Vintage Karts displaying a current Vintage Sticker may participate in Vintage Events, Practice, Parades, Demonstrations and Time Trials.
 - j) Dangerous or unsporting driving is strictly prohibited and may result in Disqualification from the Event or the Meeting.
 - (i) If during any Vintage Karting session a Driver is found by the Stewards and/or the Clerk of the Course to be driving in a dangerous or unsporting manner or racing 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 will be Disqualified from the remainder of the Meeting.
 - k) The Stewards / 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 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**

- a) Karts and Engines must strictly comply with their correct Era.
 - (i) 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.

- b) Karts and Engines
 - (i) Era 1: Pre 1964: Historic
 - (ii) Era 2: 1964 - 1971: Vintage
 - (iii) Era 3: 1972 - 1980: Classic (pre side pod Karts)
 - (iv) Era 4: 1981 - 1991: Post-Classic Kart
 - (v) Era 5: 1992-2000: Modern Classic Kart (Each Kart must be fitted with side pods and induction silencers).
- c) Era 3, Era 4 and Era 5
 - (i) The following engines are permitted to be used in Eras 3, 4 and 5:
 - 1 Yamaha KT100J with the pulse line pick up located at the bottom of the crank case and fitted with the black box type ignition system.;
 - 2 Yamaha KT100S as detailed in the KAVC Era 4 Yamaha document.
 - 3 Yamaha KT100S as detailed in the KAVC Era 5 Yamaha document.

9 Tyres

- a) Tyres shall be of similar size, profile and equivalent compound as originally Raced.
- b) The default Tyre for each Era shall be of an SL type.

10 Chain Guard

- a) Notwithstanding the requirements of Rule 8 b) herein, all Vintage Karts must be fitted with an operable chain guard.

11 Fuel

- a) Pump Fuel; or
- b) E85 PULP for:
 - 1) Era 1 and Era 2 karts,
 - 2) Era 3 karts - 'Super' classes (100 Super, 135 Super and 200 Super classes),
 - 3) Era 4 karts (200 Super class only) and
 - 4) Era 5 karts (200 Super class – engines preceding 1998 homologation only.)

12 Push Start Kart and Quad Bikes (Pushing Vehicles)

- a) A Pushing Vehicle may be used in the out grid to push start a Kart in accordance with and under the directions of the Officials.
 - (i) The driver/rider of the Pushing Vehicle must:
 - 1) Be a minimum of 15 years of age; and
 - 2) Wear a minimum of an open-faced helmet at all times; and
 - 3) Wear a high visibility safety vest at all time; and
 - 4) Wear enclosed footwear; and
 - 5) Have undergone a safety briefing regarding:
 - a. The rules for the use of a Pushing Vehicle to push start a kart; and
 - b. The Race meeting rules; and
 - c. Safety requirements.
- b) At all times a Pushing Vehicle must be operated under the instruction of the Grid Marshall.
- c) It is prohibited for any Pushing Vehicle to travel past the baulk line.

KARTING AUSTRALIA SUPPLEMENTARY REGULATIONS

All Supplementary Regulations for any general Meeting or issued as a separate document for a Meeting that includes any Vintage Karting elements must include the provision that at least one suitably qualified KAVC appointed Official will be nominated to assist the general Meeting Officials with all aspects of Vintage Karting.

4SS (4 Stroke Sprint)**Preamble**

- a) The development and Homologation of "Factory Sealed" 4 Stroke engines resolves many of the technical compliance issues so as to allow 4 Stroke engines to be used in Club Competition and Social Karting activities encompassing the traditional sprint racing format with the underlying principle of fostering greater participation in the sport.
- b) For the avoidance of doubt, the 4SS Class is considered to be an introductory Class and as such is restricted to use solely in Social Karting and Club Karting Competition and a single State Trophy Event in each State unless and the Ultimate Club Racer event otherwise approved by KA.
- c) The progression of the Class since it was first introduced in 2018 has exceeded initial expectations. The addition of the Supermaxx 250 engine as a separate Division of the 4SS Class in 2019 has further added to the dynamics of the Class. Accordingly, from the commencement of 2022, it has been decided to separate 4SS into two separate Classes – 4SS (for the Torini Clubmaxx 210 engines) and 4SS Super (for the Torini Supermaxx 250 engine.)
- d) For the avoidance of doubt, 4SS and 4SS Super Classes CAN be consolidated in accordance with Competition Rules, Chapter 1, Rule 9.
 - (i) In the interest of providing the safest racing conditions for the consolidated Classes, the attention of event organisers is drawn to sub-rule (iv) f. "4SS Competitors will be arranged on the grid at the rear of the 4SS Super Class Competitors."

1 Class

- a) 4SS

2 Age

- a) Restricted by Licence

3 Competition Eligibility

- a) Club
- b) State Trophy
- c) National Cup

4 Licence Requirements

- a) Cadet
 - i) A Driver must hold a Cadet 9 or a Cadet 12 Licence
- b) Junior
 - i) A Driver must hold a maximum of a B Grade Junior Licence.
 - ii) Unless otherwise specified in State Regulations, a Driver who holds an International or a National A Grade Junior licence may Compete at a Club Meeting, however, they will not be eligible for points or awards.
- c) Senior
 - i) Unless otherwise specified, a Driver must hold a maximum B Grade Senior licence. An Organiser may stipulate in Supplementary Regulations, that the holder of a B Grade Senior Licence may not be eligible for points or awards.
 - ii) A Driver over 40 years old may hold an A Grade Senior licence.
 - iii) Unless otherwise specified in State Regulations, a Driver who holds an International or a National A Grade Senior licence may Compete at a Club Meeting, however, they will not be eligible for points or awards.

5 Chassis

- a) Frame
 - i) Must comply with the Rules.
 - ii) A Cadet Kart must have a minimum wheelbase of 880mm

6 Drivetrain

- a) Engine
 - i) One (1) engine is permitted to be fitted to a Kart.
 - ii) Type
 - 1) Torini Clubmaxx TC210 Factory Sealed including all ancillary components as Homologated No. 109H.
 - a. The engine must be manufactured by Austech Industries Pty Ltd.
 - iii) Technical specifications and Homologation Papers for each engine are available at www.karting.net.au
 - iv) Factory Sealing

The Torini Clubmaxx 210 has four (4) seals attached to it in accordance with the homologation papers – all must be fully intact.

 - 1) Tampering with the seal/s is not permitted.
 - 2) Should the seal/s be tampered with, or any of the seals be broken, the engine is no longer eligible for Competition:
 - 3) Should an engine require dismantling for any reason that requires breaking of the seals, contact:
 - a. Torini Clubmaxx 210: Austech Industries Pty Ltd: service@austechindustries.com.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)

Cadet	Junior	Senior – Light	Senior – Medium	Senior – Heavy
Torini Clubmaxx 210				

- vi) Eligible engines for each Division.
- b) Carburettor
 - i) In accordance with the relevant Homologation.
 - ii) Cadet Engines
 - 1) Torini Clubmaxx TC210
 - a. Torini Butterfly Carburettor, 16.5mm Venturi (Part No. TC25TECK) with matching inlet manifold (Part No. TC21045) must be used at all times.
- c) Induction Noise Silencer
 - i) In accordance with the relevant Homologation
- d) Exhaust
 - i) Header Pipe
 - 1) In accordance with the relevant Homologation
- e) Ignition
 - i) Ignition Type
 - 1) In accordance with the relevant Homologation
 - ii) Ignition Kill Switch
 - 1) The OEM kill switch in accordance with the Homologation must be retained and must be fully functional at all times.

- f) Spark Plug
 - i) In accordance with the relevant Homologation
- g) Starter
 - i) In accordance with the relevant Homologation
- h) Cooling
 - i) In accordance with the relevant Homologation
- h) Transmission
 - i) Gearbox not permitted
 - ii) Side plates or discs with a Maximum diameter of 195mm may be attached to the sprocket or carrier
- i) Clutch
 - i) In accordance with the relevant Homologation
- j) Fuel
 - i) Only a KA Permitted Premium Unleaded Petrol (PULP) may be used.
- k) Oil
 - i) In accordance with the relevant Homologation
- l) Cadet Restrictor
 - i) In accordance with the relevant Homologation

7 Competition Tyres

- a) Dry - Cadet
 - i) Maxxis 190D – Cadet-KA
 - 1) Front Tyre size must be:
 - a. 10 x 4.00 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 5.00 x 5
- b) Dry - Junior and Senior
 - i) Maxxis Sport
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 x 5
 - ii) Maxxis SuperSport (only eligible for Competition until 30/4/2025)
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 x 5
- c) Wet – Cadet
 - i) Maxxis MW21
 - 1) Front Tyre size must be:
 - a. 10 x 4.00 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 5.00 x 5
- d) Wet – Junior and Senior
 - i) LeCont SV1
 - 1) Front Tyre size must be:
 - a. 10 x 4.00 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 6.00 x 5

- e) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
- one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
 - one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8 Social Karting Tyres

- a) Dry
- Maxxis 190D - Cadet - KA
 - LeCont - LH03 Aus, LOH, LPM
 - Maxxis - Sport
 - Maxxis - Super Sport
- b) Wet
- Maxxis - MW21
 - LeCont – SV1

9 General

- a) Weight
- Minimum Weight including the Driver:
 - Cadet: 100kg
 - Junior: 130kg
 - Senior - Torini Clubmaxx 210
 - Light: 140kg*
 - Medium: 155kg*
 - Heavy: 170kg*

* An SKA will be permitted to increase or decrease the Senior Light and/or Medium and/or Heavy weights by a maximum of 5kg for Club and State Trophy Competition through State Regulations.
 - The minimum weights specified herein will be the subject of on-going review and possible adjustment at the absolute discretion of KA.
 - Maximum weight of the Kart excluding the Driver for the Medium and Heavy Division: 102kg
- b) Data Logging and/or Electronic Dash Display
- No Class specific conditions
- c) Hour Meter
- Permitted
- d) Apparel
- Refer to Technical Rules – Apparel.
 - Rib protectors are mandatory for all Cadet and Junior Drivers.
 - Neck Braces and chest protectors are recommended for all Cadet and Junior Drivers.
- e) Competition Numbers
- Background:
 - Cadet: White
 - Junior: White
 - Senior: Yellow
 - Numbers:
 - Cadet: Red
 - Junior: Black
 - Senior: Black
- f) Permitted Modifications
- In accordance with the relevant Homologation.

4SS Super**Preamble**

- a. For the avoidance of doubt, the 4SS Super Class is restricted to use solely in Social Karting, Club Karting Competition, a single State Trophy Event in each State and the Ultimate Club Racer event unless otherwise approved by KA.
- b. The progression of the 4SS Class since it was first introduced in 2018 has exceeded initial expectations. The addition of the Supermaxx 250 engine as a separate Division of the 4SS Class in 2019 has further added to the dynamics of the Class.
- c. For the avoidance of doubt, 4SS and 4SS Super Classes CAN be consolidated in accordance with Competition Rules, Chapter 1, Rule 9.
 - (i) In the interest of providing the safest racing conditions for the consolidated Classes, the attention of event organisers is drawn to sub-rule (iv) f. "4SS Competitors will be arranged on the grid at the rear of the 4SS Super Class Competitors."

1) Class

- a) 4SS Super

2) Age

- a) Restricted by Licence

3) Competition Eligibility

- a) Club
- b) State Trophy
- c) National Cup

4) Licence Requirements

- a) Senior
 - i) Unless otherwise specified in State Regulations, a Driver must hold a maximum B Grade Senior licence.
 - ii) A Driver over 40 years old may hold an A Grade Senior licence.
 - iii) Unless otherwise specified in State Regulations, a Driver who holds an International or a National A Grade Senior licence may Compete at a Club Meeting, however, they will not be eligible for points or awards.

5) Chassis

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

6) Drivetrain

- a) Engine
 - i) One (1) engine is permitted to be fitted to a Kart.
 - ii) Type
 - 1) Torini Supermaxx TX250 Factory Sealed including all ancillary components as Homologated No. 121H.
 - a. The engine must be manufactured by Austech Industries Pty Ltd.
 - iii) Technical specifications and Homologation Papers for the engine are available at karting.net.au
 - iv) Factory Sealing

An engine must have at least four (4) factory installed seals properly attached to it in accordance with the homologation papers.

- 1) Tampering with the seal/s is not permitted.
- 2) Should the seal/s be tampered with, or any of the seals be broken, the engine is no longer eligible for Competition:
- 3) Should an engine require dismantling for any reason that requires breaking of the seals, contact Austech Industries Pty Ltd: service@austechindustries.com.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) In accordance with the relevant Homologation.
- c) Induction Noise Silencer
 - i) In accordance with the relevant Homologation
- e) Exhaust
 - i) Header Pipe
 - i) In accordance with the relevant Homologation
- i) Ignition
 - i) Ignition Type
 - 2) In accordance with the relevant Homologation
 - ii) Ignition Kill Switch
 - i) The OEM kill switch in accordance with the Homologation must be retained and must be fully functional at all times.
- j) Spark Plug
 - i) In accordance with the relevant Homologation
- k) Starter
 - i) In accordance with the relevant Homologation
- l) Cooling
 - ii) In accordance with the relevant Homologation
- l) Transmission
 - i) Gearbox not permitted
 - ii) Side plates or discs with a Maximum diameter of 195mm may be attached to the sprocket or carrier
- m) Clutch
 - i) In accordance with the relevant Homologation
- n) Fuel
 - i) Only a KA Permitted Premium Unleaded Petrol (PULP) may be used.
- n) Oil
 - i) In accordance with the relevant Homologation

7) **Competition Tyres**

- a) Dry
 - (i) Maxxis Sport
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 x 5

- b) Wet
 - (i) LeCont SV1
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 6.00 x 5
- c) From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:
 - i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Meeting); and
 - ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

8) Social Karting Tyres

- a) Dry
 - (i) LeCont - LH03 Aus, LOH, LPM
 - (ii) Maxxis - Sport
 - (iii) Maxxis - Super Sport
- b) Wet
 - (i) LeCont – SV1

9) General

- a) Weight
 - i) Minimum Weight including the Driver:
 - 1) Senior
 - a. Light: 155kg
 - b. Medium: 170kg
 - c. Heavy: 185kg
 - ii) The minimum weights specified herein will be the subject of ongoing review and possible adjustment at the absolute discretion of KA.
 - iii) Maximum weight of the Kart excluding the Driver for the Medium and Heavy Division: 102kg
- b) Data Logging and/or Electronic Dash Display
 - i) Permitted
- c) Hour Meter
 - i) Permitted
- d) Apparel
 - i) Refer to Technical Rules – Apparel.
 - ii) Rib protectors are mandatory for all Cadet and Junior Drivers.
 - iii) Neck braces and chest protectors are recommended for all Cadet and Junior Drivers.
- e) Competition Numbers
 - i) Background:
 - 1) Senior: Yellow
 - ii) Numbers:
 - 1) Senior: Black
- f) Permitted Modifications
 - i) In accordance with the relevant Homologation.

IMPORTANT NOTES FOR CLUBS ABOUT 4SS RACING

Introduction

The 4SS Class is, by its very nature and design, an introductory Class in Australian Karting Competition. This brings with it, Drivers who are new to the sport (one of the things that the Class is designed to achieve).

Clubs should expect that a significant proportion of Drivers competing in the 4SS Class are relatively inexperienced in kart racing. This applies at all 4SS levels - Cadet, Junior and Senior Divisions.

As many 4SS Competitors are "finding their feet" in the sport that is new to them, and they are developing their Race craft, they may be expected to be a little more uncertain than most drivers who are currently racing 2 stroke karts.

These notes are provided to help all Clubs ensure that our new drivers get the best experience from their introduction to karting.

Parity Between Engines and Weight Divisions – 4SS Senior

In the development of the 4SS Senior Class, we have tried as best that we can, to ensure that our Light, Medium and Heavy Divisions can all Race together on the track at the same time with good parity by weight for the Light and Medium Divisions and by weight and power for the Senior Division (by including the Torini SuperMaxx 250 for the heavier weight Drivers). As the Class inevitably grows, they won't be racing together in some Clubs.

It is important for new Clubs hosting 4SS Races to realise that the SuperMaxx 250 and the Light Division will not necessarily be the fastest karts on the track – it is all about Power-to-Weight.

Qualifying

It is very highly recommended that the 4SS Classes have their grid set through a Qualifying Session (even if the other Classes in a Race Meeting are being set by a random grid format.) It provides the safest possible format of gridding, reduces first lap accidents that increase cost, and possible injury and allows the inexperienced Drivers to settle in to racing. This will not add time to the Club Race day as 4SS karts do not need a warmup session so they can be qualified while other classes have their warmup.

The fastest will generally be at the front of the grid regardless of engine type or weight and you will create the safest possible Race.

Questions and Answers

We want our inexperienced Drivers to ask questions. It helps them come to grips with their new sport in a much shorter space of time than if they don't ask and then make mistakes.

People who are new to anything want to learn and it is better that they learn the easy way by asking. Encourage it – please. They are not yet fully familiar with things at the Track that more experienced drivers take for granted – like Supplementary Regulations, Scrutineering, Stewards etc.

Many of the adults who are having a go at 4SS racing – because it is fun, cheap motorsport are having their very first motor racing experiences. In our modern society, we expect adults to know everything, but we shouldn't. Many of our terms and processes are foreign to novices in our sport and we need to nurture them. After all, they are our future long-term participants.

Please help them to become comfortable within your Clubs.

KA sees 4SS and 4SS Super as playing a very important role in bringing repeat numbers of members and event entries to our Clubs. Many of them, once they have settled in and learned a little will want to go faster (because that people in motor racing do), they will progress to a 2-stroke class and become great, long term members of our Clubs – they might just need a little bit of nurturing and encouragement at the start.

4SE (4 Stroke Endurance)

1 Class

- a) 4SE (4 Stroke Endurance)
- b) 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 and included a Minimum of two (2) drivers in each Kart with a Minimum of one (1) compulsory driver change.

2 Age

- a) Restricted by Licence

3 Competition Eligibility

- a) Endurance

4 Licence Requirements

- a) Junior
 - i) Must hold a Junior Licence
- b) Senior
 - i) Must hold a Senior Licence

5 Chassis

- a) Frame
 - i) Must comply with the Technical Rules
- b) Axles
 - i) Maximum length is 1100mm
 - ii) The rear axle diameter must comply with the following dimensions relative to the engine type:

Engine Type	Diameter	Other Requirements
Torini TC 250 (Twin engine)	OD 40.0mm /Maximum ID 36.25mm; or OD 30.0mm / Maximum ID 19.0mm; or OD 30.0mm	Tubular Tubular Solid
Torini TC 250 and Torini Clubmaxx 210 (Single engine)	In accordance with Technical Rules Chapter 1 Rule 8 c) (ii) 3)	

- iii) Rear Axles Collars
 - 1) A Maximum of four (4) collars may be fitted to the rear axle to prevent the axle moving laterally.
 - 2) Each collar must be made of a Metallic Material.
 - 3) Each collar must be fitted to the rear axle adjacent to and inside the outer rear bearings.
 - 4) Each collar must have a Maximum width of 35mm.
- iv) Rear hubs
 - 1) Maximum length is 140mm.
- v) Sleeves fitted over the axle and intended to prevent the hub moving on the axle are permitted and must be made of a Plastic Material.

- c) Steering
 - i) Rod ends of a Plastic / Nylon type are permitted provided that they:
 - 1) are fitted with metal rose joint connectors; and
 - 2) have a Minimum outside diameter of 20mm.

6 **Drivetrain**

- a) Engine
 - i) Type
 - 1) Torini TC 250 Factory Sealed as Homologated including all ancillary components (Single and Twin Engine Division).
 - a. The engine must be manufactured and factory sealed by Austech Industries Pty Ltd.
 - 2) Torini Clubmaxx 210 Factory Sealed as Homologated including all ancillary components (Single Engine Division).
 - a. The engine must be manufactured and factory sealed by Austech Industries Pty Ltd.
 - ii) Technical specifications and/or Homologation Papers for each engine are available at karting.net.au
 - iii) There is no Maximum number of engines permitted to be used at a Meeting.
 - iv) Each engine fitted to a Kart at a Meeting must be sealed prior to being used in any Competition.
- b) Carburettor
 - i) Torini TC 250
 - 1) In accordance with the Homologation
 - ii) Torini Clubmaxx 210
 - 1) In accordance with the Homologation
- c) Inlet Manifold
 - i) Torini TC 250
 - 1) In accordance with the Homologation
 - 2) A deflector is permitted to be fitted to the air filter provided that it is securely attached and that its sole function is to stop material coming off the rear wheels from being drawn into the engine.
 - ii) Torini Clubmaxx 210
 - 1) In accordance with the Homologation
 - 2) A deflector is permitted to be fitted to the air filter provided that it is securely attached and that its sole function is to stop material coming off the rear wheels from being drawn into the engine
- d) Exhaust
 - i) Header Pipe
 - 1) Torini TC 250
 - a. In accordance with the Homologation
 - 2) Torini Clubmaxx 210
 - a. In accordance with the Homologation
 - ii) Muffler
 - 1) Torini TC 250
 - a. In accordance with the Homologation
 - 2) Torini Clubmaxx 210
 - a. In accordance with the Homologation

- e) Ignition
- i) Ignition Type
 - 1) Torini TC 250
 - a. In accordance with the Homologation
 - 2) Torini Clubmaxx 210
 - a. In accordance with the Homologation
 - ii) Ignition Kill Switch
 - 1) The OEM kill switch in accordance with the Homologation must be retained and must be fully functional at all times.
 - 2) A remote kill switch may be fitted however this must function independently of the OEM version.
- f) Starter
- i) Torini TC 250
 - 1) In accordance with the Homologation
 - ii) Torini Clubmaxx 210
 - 1) In accordance with the Homologation
- g) Cooling
- i) Torini TC 250
 - 1) In accordance with the Homologation
 - ii) Torini Clubmaxx 210
 - 1) In accordance with the Homologation
- h) Transmission
- i) Gearbox not permitted
 - ii) Sprockets
 - 1) Only one (1) sprocket may be fitted to the rear axle for each engine.
 - 2) Only the final drive sprockets listed in the table below may be used:

Engine Type	Final Drive Sprocket
Torini TC 250 Engine	Open Selection
Torini Clubmaxx 210 Engine	Open Selection

- i) Clutch
- i) Torini TC 250
 - 1) In accordance with the Homologation. Either a:
 - a. Noram GE19-219 dry air cooled; or
 - b. Noram GEL19-219 dry air cooled.
 - 2) Must have a Maximum engine engagement speed of 2,900 rpm
 - ii) Torini Clubmaxx 210
 - 1) In accordance with the Homologation. Either a:
 - a. Noram GE19-219 dry air cooled; or
 - b. Noram GEL19-219 dry air cooled.
 - 2) Must have a Maximum engine engagement speed of 2,900 rpm
- j) Fuel
- i) Type and Supply
 - 1) Only a KA Permitted Pump Fuel may be used.
 - 2) Each Competitor must purchase the required quantity of Fuel listed in the Supplementary Regulations for each Kart they enter into the Meeting. This Fuel will be used by all Competitors as part of the common fuel supply for qualifying and the Race.

- 3) Each Competitor must provide the required amount of Fuel in an approved container to the designated Official at Scrutineering. The container must clearly indicate the Competitors Name and Kart number.
- ii) Fuel Tank
 - 1) Must comply with the Rules with the following Maximum fuel tank capacity:

Engine Type	Maximum Capacity
Torini TC 250 and Torini Clubmaxx 210 Engine	10 litres

- 2) The Supplementary Regulations may indicate a lower Maximum fuel capacity which must be indicated on the fuel tank and confirmed by the Chief Scrutineer.

7 Competition Tyres

- a) Dry
 - i) Maxxis Sport
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 x 5
 - b) Wet
 - i) LeCont SV1
 - 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
 - 2) Rear Tyre size must be:
 - a. 11 x 7.10 x 5
 - c) Prior to the commencement of the first qualifying session all Tyres permitted to be used at the Meeting must be marked and recorded by the Chief Scrutineer.
 - d) The Brand, model and quantity of Dry and Wet Weather Tyres permitted to be used at a Meeting will be specified in the Supplementary Regulations.
 - e) The Tyres used on a Kart during qualifying must be used by that Kart to commence the Race unless there has been a change in weather conditions. Any change in weather conditions must be confirmed by the Clerk of the Course.

8) Social Karting Tyres

- a) Dry
 - i) LeCont - LH03 Aus, LOH, LPM
 - ii) Maxxis - Sport, Super Sport
- b) Wet
 - i) LeCont – SV1

9 General

- a) Weight
 - i) Minimum Weight including the Driver:
 - 1) Single Engine: 175kg
 - 2) Twin Engine – 185kg
 - ii) A Kart may be weighed at any time at a Meeting including during qualifying, the Race and at post-Race scrutineering

- b) Data Logging
 - i) No Class specific conditions
- c) Radio Equipment
 - i) A two-way radio communication system between the Driver and their pit crew is permitted.
 - ii) The Radio must be either securely attached to the Kart to the satisfaction of the Chief Scrutineer or may be incorporated into the Drivers helmet provided that the helmet has been designed and manufactured with an inbuilt radio/Bluetooth system. The determination of the Chief Scrutineer will be considered final.
 - iii) A Competitor is not permitted to use radio equipment that is able to access the Official's radio channels.
- d) 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.
- e) Competition Numbers
 - i) Background:
 - 1) Junior: White
 - 2) Senior: Yellow
 - ii) Numbers: Black

10 Permitted Modifications

- a) In accordance with the relevant Homologation.

11 Number of Drivers and Driving Time Limits

- a) The Minimum number of Drivers that can be nominated for an Event is as follows:
 - i) Up to and including 6 hours: Minimum two (2) Drivers
 - ii) Over 6 hours and up to and including 12 hours: Minimum three (3) Drivers
 - iii) Over 12 hours: Minimum four (4) Drivers
 - iv) Unless otherwise stipulated in the Supplementary Regulations for a Meeting, a Driver is only permitted to Compete in one (1) Kart at a Meeting.
- b) Driving Time Limits
 - i) Each Driver must not exceed 60 minutes of continuous driving.
 - ii) Each Driver must have a Minimum of 20 minutes of resting time.
 - iii) Minimum penalty for each Offence is five (5) Computer laps.

12 Pit Area

- a) Only authorised Drivers and pit crew members are permitted in the Pit Area during any on Track activity.
- b) Each Kart is permitted One (1) pit crew member in the Pit Area at any time during a Race for the purpose of signalling their Kart and monitoring the Race.
- c) The Pit Area will consist of the following areas which will be designated by the Organiser and advised to all Competitors:
 - i) Pit Lane means all of the road in which the 15 km/h speed limit applies as indicated by the speed restriction sign at its beginning and the speed de-restriction sign at its end.
 - ii) Pit Bay means that area in the Pit Lane which is reserved for the temporary stopping of, and working on, a Kart during a Race. A Maximum of two (2) Drivers and one (1) pit crew member for each Competing Kart are permitted in a Pit Bay during an Event when undertaking a Pit Stop. The only work permitted to be undertaken in a Pit Bay is:

- 1) Driver Changes;
 - 2) Timing Transponder Changes;
 - 3) Adjustment of Tyre Pressures;
 - 4) Adding or Removal of Ballast.
- iii) Refuelling Area means the area where a Kart must be refuelled during qualifying and the Race. Only the Driver of the Kart being refuelled and the Refuelling Marshal are permitted in the Refuelling Area.
 - iv) Weighing Area means the area where a Kart will be weighed during a Meeting. Only the Driver of the Kart being weighed and the Scales Marshal are permitted in the Weighing Area.
 - v) Paddock Area: In addition to the provisions of General Rules Chapter 4, the Paddock Area is the only location where mechanical repairs are permitted to take place during an Event. For the avoidance of doubt, the lubrication of a chain must be undertaken in the Paddock Area. Any breach of this Rule will incur a penalty of 5 Computer laps

13 Timing

- a) Each Competition will be timed.
- b) Each Competition must utilise the MYLAPS Orbits 5 timing software in conjunction with a MYLAPS compatible timing transponder to undertake timing.
- c) A manual back up timing system may also be used at a Meeting.
- d) If the timing transponder is dislocated, dislodged or fails during the Race, it is the Competitors responsibility to replace the timing transponder within five (5) laps of the Competitor being notified by an Official.
- e) Should the timing system fail during a Race, the Race will be stopped. The order of the Karts will be taken at the last point at which it was possible to determine the position of all Karts in the Race. This decision is not subject to Protest or Appeal.

14 Practice

- a) Practice may take place at a Meeting at the discretion of the Organiser.
- b) A Practice session which is a part of the Meeting must be included in the Supplementary Regulations.

15 Qualifying

- a) Qualifying will take place at each Meeting
- b) The duration and format of the qualifying session will be stipulated in the Supplementary Regulations for the Meeting.

16 Grid Procedure

- a) Unless otherwise approved by KA, the gridding procedure will be based on the times achieved in qualifying with the fastest Kart on grid position one (1) and so one.
- b) E Grade and D Grade Licenced Drivers who start a Race will start the Race at the rear of the grid in qualifying order.

17 Race

- a) The duration of each Race will be specified in the Supplementary Regulations and will generally be expressed as a set time.
- b) The Start Procedure for each Race will be in accordance with Competition Rules Chapter 1 Rule 22 with the only variation being that two (2) rolling laps will take place prior to the formation lap.

18 Compulsory Pit Stops (CPS)

- a) A CPS is the time from when a Kart enters Pit Lane until when a Kart exits the Pit Lane during a Race.
- b) A Kart is not permitted to complete a CPS until after it has started the Race.
- c) A Kart is not permitted to undertake a CPS during a Full Course Yellow period.
- d) The number of CPS', including refuelling CPS' will be specified in the Supplementary Regulations for each Meeting.
- e) It is the responsibility of each Competitor to monitor the number of CPS' completed by their Kart.
- f) The CPS record may be available to a Competitor at the discretion of the Stewards.
- g) Each Race is required to have the following Minimum number of CPS' which must be completed by a Kart:
 - i) 2 hour Race: 3 CPS'
 - ii) 4 hour Race: 7 CPS'
 - iii) 6 hour Race: 9 CPS'
 - iv) 7 hour Race: 11 CPS'
 - v) 8 hour Race: 12 CPS'
 - vi) 9 hour Race: 13 CPS'
 - vii) 12 hour Race: 18 CPS'
 - viii) 24 hour Race: 35 CPS'
- h) A Kart which is required to traverse the Pit Lane to serve a Penalty will not be considered as a CPS.
- i) If the published ambient temperature of the day at 0800 hours as advised by the Bureau of Meteorology (www.bom.gov.au) is forecast to be above 32.9°C for the nearest Town or City to the Circuit the Stewards may mandate additional CPS' where a change of Driver must take place which will be confirmed in a Bulletin. The decision of the Stewards will be final and will not be subject to Protect of Appeal.

19 Refuelling Pit Stop

- a) During a Race, each Refuelling Pit Stop:
 - i) must take place in the designated Refuelling Area; and
 - ii) will be timed by the Refuelling Marshal; or
 - iii) by an Electronic Fuel Timing System which is activated by the Driver of the Kart.
- b) Unless otherwise stipulated in the Supplementary Regulations for a Meeting, each Refuelling Pit Stop must be for a Minimum duration of one (1) minute.
- c) A Kart is not permitted to enter the Pit Lane and undertake a Refuelling Pit Stop during a Full Course Yellow period.
- d) It is not permitted to use a spark generating device in the Refuelling Area e.g.: Jump Battery.
- e) The Organiser may stipulate additional requirements for each Refuelling Pit Stop in the Supplementary Regulations for a Meeting.
- f) Refuelling Pit Stop Procedure during a Race
 - i) The Refuelling Pit Stop procedure is as follows:
 - 1) The Driver will bring the Kart to the Refuelling Area.
 - 2) The Driver must switch off each engine before getting out of the Kart.
 - 3) The Driver must then move away from the Kart to the designated Driver area.
 - 4) The Refuelling Marshal will remove the fuel cap.
 - 5) The Driver must remain in the designated Driver area whilst the Kart is being refuelled.

- 6) The Driver may be required to hold and must be prepared with a fire extinguisher whilst the Kart is being refuelled.
- 7) The Driver may only return to the Kart when directed to do so by the Refuelling Marshal.
- 8) The Refuelling Marshal will replace the fuel cap and the Kart may then be restarted.
- 9) 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.
- 10) The Driver should check the tightness and security of the fuel cap prior to leaving the refuelling area.
- 11) Queue jumping is not permitted in the Refuelling Area unless directed by an Official.
- 12) The Kart must leave the Refuelling Area immediately at the conclusion of its Refuelling Pit Stop.

20 Weighing Pit Stop

- a) During a Race, each Weighing Pit Stop:
 - i) Must take place in the designated Weighing Area; and
 - ii) Will be timed by the Scales Marshal.
 - iii) The Weighing Pit Stop procedure is as follows:
 - 1) The Driver will bring the Kart to the Weighing area
 - 2) The Driver will only proceed onto the scales when instructed to do so by the Scales Marshal.
 - 3) Once the Kart and Driver have been weighed, the Scales Marshal will instruct them to move off the scales.
 - 4) The Kart or Driver may not leave the weighing area until directed to do so by the Scales Marshal.
 - 5) No contact is permitted between the Driver and any person other than the Scales Marshal.
 - 6) Should the Minimum Weight not be achieved, the Driver will be granted a second opportunity to be weighed, however this second opportunity must not in any way impede another Kart from being weighed.

21 Kart Stoppage on the Circuit

- a) Should a Kart break down on the Track, the Driver is permitted to carry out minor repairs to allow the Kart to rejoin the Race.
- b) The Kart and Driver must move to a safe position as determined by an Official prior to commencing any work on the Kart.
- c) Any repairs may only be effected by hand and by the Driver alone. Tools of any kind are not permitted to be carried by the Driver or affixed to a Kart.
- d) Whilst in the confines of the Circuit, the Driver must leave all protective clothing on including helmet, driving suit, boots and gloves.
- e) Once a Kart is repaired it will be permitted to continue in the Race.
- f) For twin engine Divisions, a Kart is not permitted to re-enter the Track with only one (1) engine operating.

22 Full Course Yellow

- a) When the order is given to neutralise the Race, all Flag points will display yellow lights / waved yellow flags.
 - i) The order to neutralise the Race will be the words "FULL COURSE YELLOW".
 - ii) A "SLOW" board (yellow board with the word "SLOW" written in black) will be displayed at the Control Line and generally one other location around the Track.
 - iii) The competition number of the Kart leading the Race will also be displayed at the Control Line.

- iv) These will be displayed until immediately before racing recommences under Green Light/ Flag conditions.
- b) When the Full Course Yellow order is given, and yellow lights/ waved yellow flags are displayed, all of the Karts in the Race must:
 - i) Stop racing, slow down (Refer to: Competition Rules Chapter 2 Rule 4 e) and line up behind the lead Kart in single file.
 - ii) Overtaking is strictly forbidden.
 - 1) The sole exception to this is if a Kart slows down because of a obvious problem and cannot keep up.
 - iii) Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
- c) During the neutralised laps, the leading Kart will dictate the pace of the other Karts. All Drivers should drive at a consistent, moderate speed.
 - i) All the other Karts must remain in a tight single file formation with one (1) Kart length between each Kart.
 - ii) Unless otherwise approved by the Clerk of the Course, only Karts with an obvious problem may enter the Pit Lane during the neutralisation.
 - 1) They may re-join the Track only when authorised to do so by an Official.
 - iii) A Kart re-joining the Track shall proceed at a moderate speed until it reaches the end of the line of Karts behind the leading Kart and must remain in that position.
- d) When the Race Director or Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags will be held immobile (they will not be waved).
 - i) This will be the signal to the Drivers that the Race will resume the next time that the Karts cross the Start Line.
 - ii) The "SLOW" boards will continue to be displayed until immediately before racing is recommenced.
 - iii) The leading Kart will continue to set the pace, at a consistent, moderate speed.
- e) The Race Director or the Clerk of the Course will give the instruction to the Starter for the resumption of the Race.
 - i) The "SLOW BOARDS" will be withdrawn from the Track.
 - ii) The Starter will wave the green flag / switch the lights to green to indicate the resumption of racing.
 - iii) Drivers may accelerate only after their Kart has crossed the acceleration line approaching the Start Line, when the green light is turned on and/or the green flag is being displayed by the Starter.
 - iv) Overtaking is prohibited until your Kart has crossed the Start Line under green flag/ light conditions. The sole exception to this is if a Kart slows down because of a obvious problem.
- f) Each lap completed during the neutralisation will be counted as a Race lap.
- g) If the Race finishes during the neutralisation, the Karts will take the chequered flag as usual.

23 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 time/number of laps as determined by the Chief Timekeeper and approved by the Stewards unless;

- i) At least 75% 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 Timekeeper.
- ii) Any Kart which is stationary on the Track when the Competition was stopped at the last recorded lap of the lead Kart when the Competition was stopped will not be classified as a finisher.
- c) Any Competitor who is stationary on the Track when a Race is stopped will be permitted to Compete in the restart of that Race if the Race is restarted. Such Karts will be placed behind any Kart which was on the Track when the Race was stopped in an order determined by the Chief Timekeeper. This is not subject to Protest or Appeal.
- d) Any Competitor who is in any part of the Pit Area, other than the Paddock Area, when the Race is stopped will be permitted to re-join the Race from the Pit Lane Exit if the Race is restarted. Such Karts will be placed behind any Kart which was on the Track when the Race was stopped.
- e) During a red flag stoppage, all Karts will be placed under Parc Fermé conditions.
- f) No adjustments or repairs are permitted to a Kart between the time a Race was stopped and prior to the restart of that Race.
- g) Drivers will remain under the direction of the Clerk of the Course.
- h) A Kart which is considered by the Chief Scrutineer to be unsafe will only be permitted to Compete in the restart of that Race once the Chief Scrutineer is satisfied that adequate repairs have been undertaken.

24 Race Restart Procedure

- a) The Race restart procedure will be in accordance with Competition Rules Chapter 1 Rule 25

25 Finishing

- a) The Race will be considered to have ended when the leading Kart receives the chequered flag as it crosses the Finish Line on the Track after whichever of the following occurs first:
 - i) the end of the number of laps as detailed in the Supplementary Regulations have been completed; or
 - ii) the first time after it crosses the Control Line after the time detailed in the Supplementary Regulations plus one (1) lap.
- b) When the first Kart crosses the Finish Line to receive the Chequered Flag, the Pit Lane Exit will be considered closed and a Kart is not permitted to proceed on to the Track.
- c) The finishing order in the Race determines the winning positions in the Race and any Divisions.
- d) To be classified as a finisher, and in addition to the provisions of Competition Rules Chapter 1, a Kart must traverse its last lap in two (2) minutes or less of the first Kart receiving the Chequered Flag.

Dirt Track Karting

1 Preamble

- a) The following Rules apply to Dirt Track Racing only.

2 Track Layout

- a) The Circuit layout and conditions for Dirt Track Circuits will be as agreed and approved by the Circuit Inspector.
 b) Any new Circuits or major alterations to an existing Track must be submitted to the National Circuit Safety Committee for approval prior to construction of the Circuit or alteration to the Track.
 c) Non-compliance with this Rule will be subject to an investigation and a possible penalty imposed and / or Circuit Licence not being issued by KA.

3 Chain Oilers

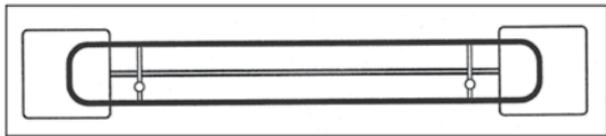
- a) Only permitted on Dirt Tracks. (Optional to Promoters).

4 Tyres

- a) Only Tyres approved by KA may be used.

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.
 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 SKA 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) The Entry Fee shall be decided by the SKA in conjunction with the Promoters.
 (iii) 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 a Track of a Minimum length of 350 metres and Minimum width of 7 meters throughout their entire length.
 (ii) Maximum length of any Track to be 1.7km.

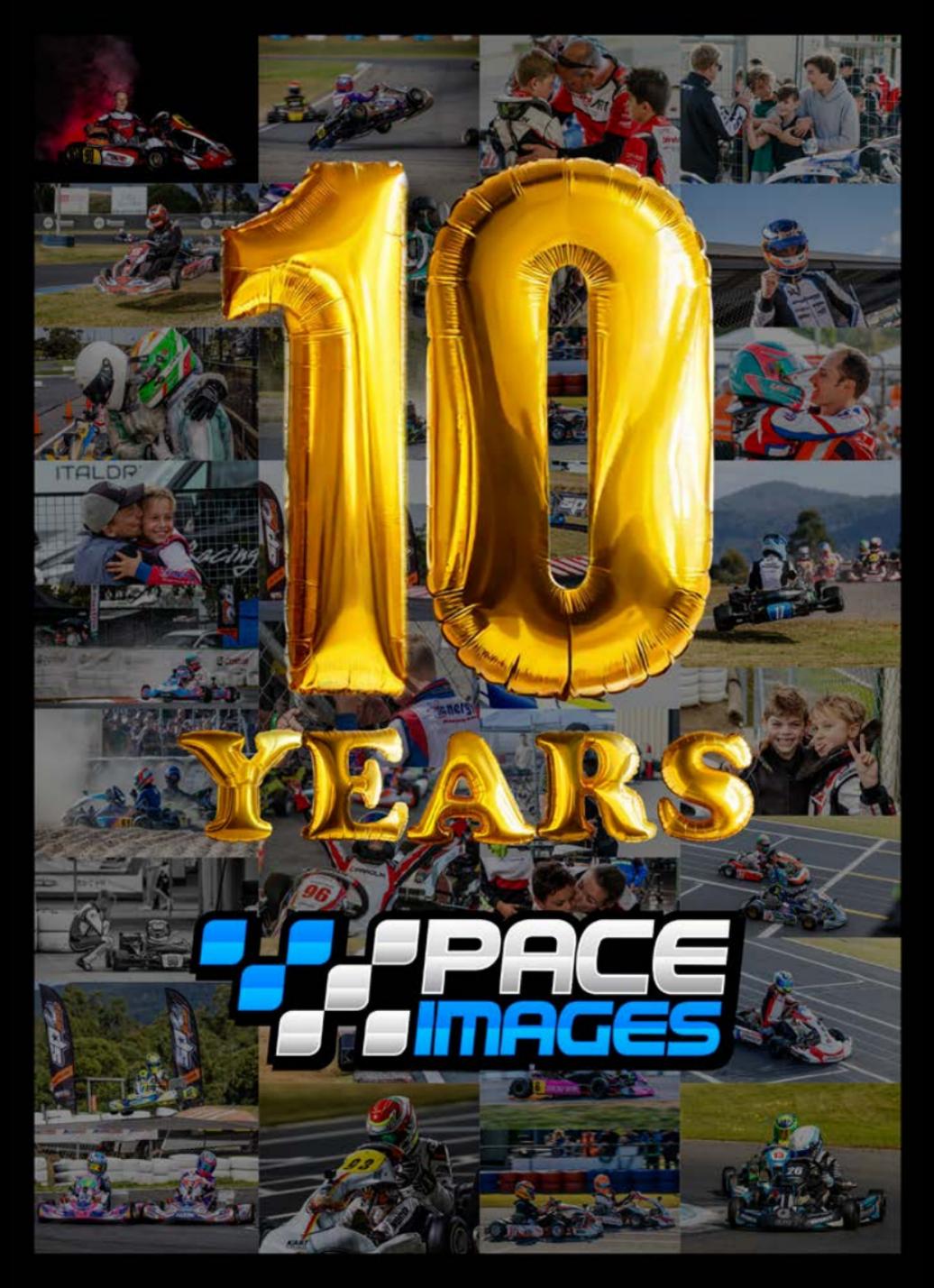
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Adherence to these Regulations is a mandatory requirement and means that amongst other things, Drivers and people participating in this Karting Activity receive the benefit of KA's insurance cover while participating as it is an Organised, Permitted and controlled activity.

Preamble

Organised Karting Activity Sessions have been developed to allow karters of all ages to participate in a Karting Activity in a fun environment that is safe, organised, appropriately controlled, and insured. From a group of mates wanting to do laps through to a family wanting to share a few hours together... the Drivers choose how long they want to run on any given day without the added time pressure of committing to an entire Meeting.

These regulations have been developed to provide simple but effective management of the Karting Activity by the Organising Club while ensuring that appropriate safety measures are enforced by qualified and licenced a KAC or Race Official, thereby meeting the core KA value of Safety being paramount in all Karting activities.

1 Definitions

Activating means the process undertaken by a Karting Activity Controller (KAC) to make a Provisional Organising Permit and/or Provisional Supplementary Regulations operative to Active or Activated status prior to the commencement of an Organised Social Karting Session.

Active or Activated means that a Provisional Organising Permit and/or Provisional Supplementary Regulations have been made operative for a specific date and time frame.

Active Organising Permit means a Provisional Organising Permit for an Organised Social Karting Session that has been Activated for a specific date and time period in accordance with the Regulations. Activated Organising Permit has the same meaning.

Active Supplementary Regulations means Provisional Supplementary Regulations for an Organised Social Karting Session that have been Activated for a specific date and time period in accordance with the Regulations. Activated Supplementary Regulations has the same meaning.

Provisional Organising Permit means an enduring Social Karting Organising Permit issued by an SKA that may be issued at any time from and including 1 January in any year and that will expire no later than 31 December in that year and that must be Activated to become operative.

Provisional Supplementary Regulations means an enduring set of Social Karting Supplementary Regulations approved by an SKA that may be approved at any time from and including 1 January in any year and that expire no later than 31 December in that year and that must be Activated to become operative.

2 Mandatory Requirements

a) Supplementary Regulations

- (i) Supplementary Regulations must be prepared by an Organiser and submitted to the SKA in accordance with General Rules, Chapter 1 Rule 9 for consideration and approval as Provisional Supplementary Regulations.
- (ii) Only after the Supplementary Regulations have been approved by the relevant SKA as Provisional Supplementary Regulations can that SKA issue a Provisional Organising Permit for the Karting Activity.

- (iii) The Provisional Supplementary Regulations will be valid from the day they are approved by the relevant SKA until the 31 December of the Year in which they were issued unless they are revoked by the SKA or KA.
 - (iv) The Provisional Supplementary Regulations must be made available online prior to the Karting Activity and displayed on the event noticeboard
 - (v) The Provisional Supplementary Regulations must include the following information:
 - a. The name of the Organising Club including contact details
 - b. Circuit Name and Location
 - c. The Circuit Length and Direction of Travel – If multiple variations are able to be used please list each length. Any change in circuit used or direction must be notified.
 - d. Period of Validity
 - e. Emergency Contact Details
- b) Organising Permit and Fees
- (i) An application for an Organising Permit must be made in accordance with General Rules, Chapter 1, Rule 9.
 - (ii) If approved by the SKA, a Provisional Organising Permit will be issued by the SKA to the Organising Club.
 - (iii) The Provisional Organising Permit may be valid until 31 December of the Year in which it was issued.
 - (iv) It is recommended that no permit fee is charged by an SKA
 - (v) There is no NIDF Levy payable
 - (vi) The fee for each Driver to participate will be determined by the Organising Club
- c) Required Officials
- (i) The Organiser must advise the SKA of any adjustment to the Officials for a Social Karting Activity by completing and submitting the on-line Social Karting Activity Officials Update Form prior to the start of the Karting Activity.
 - (ii) A minimum of one (1) KA Licenced Official must be in attendance at the Circuit to control of the Karting Activity at all times (the "Karting Activity Controller" or "KAC").
 - (iii) It is recommended that a person whose role it is to handle Administrative Checking is in attendance during a Karting Activity when there are more than 10 Drivers who are intending to use the Track in attendance at the Circuit.
- d) Activating the Provisional Organising Permit and Provisional Supplementary Regulations
- (i) The 'Provisional Organising Permit and Provisional Supplementary Regulations' must be Activated before the Karting Activity Commences on any day.
 - (ii) The 'Provisional Organising Permit and Provisional Supplementary Regulations' will become 'Active' only after:
 - a. A minimum of one (1) senior Licenced Official of any Level, is present at the Circuit and in control of the Activity (the "Karting Activity Controller" or "KAC"), and
 - b. On each day that a Karting Activity takes place, and prior to its commencement, the KAC must notify the SKA through KOMP, of
 - 1. their full name as the person who will act as the KAC, and
 - 2. the start time and end time of the Activity that they will be acting as the KAC.
 - (iii) The Karting Activity will be considered to be at an end at the earlier of:
 - 1. The end time notified by the KAC in accordance with Rule 2 d) (ii) b. 2. above; or
 - 2. The time that the KAC leaves the Circuit,
 unless another senior Licenced Official notifies the SKA through KOMP of their name and the time that they have taken over as the KAC from the Official who initially Activated the Organising Permit and the Supplementary Regulations.

- e) First Aid, Emergency Contact and Communications
- (i) When there are more than 10 Driver's in attendance at the Circuit who are intending to use the Track, it is recommended that an accredited First Aid person is in attendance at the Circuit.
 - (ii) Any Karting Activity scheduled by a Club to take place on the Club's Track within 48 hours of the commencement of any Meeting ~~should other than a Club Competition or an Event for which a Detailed Event Specific Plan is required to be submitted,~~ must provide the same level of First Aid attendance as that which will be supplied at the Meeting and in accordance with General Rules, Chapter 6 **Rule 3 d**).
 - (iii) In all circumstances, the Club first aid kit must be properly stocked, easily accessible and readily available if it is required during a Karting Activity.
 - (iv) The Club must ensure that a list of EMERGENCY contact phone numbers is prominently displayed next to the "Karting Activity Rules and Conditions" sign at the Out Grid.
 - (v) During any KA Permitted Karting Activity, the KAC responsible for the activity must have a charged, operational mobile phone in their possession at all times.
- f) Identification and Location of Officials
- (i) The KAC must be easily identified as such while they are on duty and performing the requirements of the role.
It is recommended that the KAC wear a "Karting Activity Controller Vest" and be positioned in a location (preferably at either the out grid or race control) where they can control the Karting Activity as required.
Note: Karting Activity Controller Vests are available from the KA Merchandise Shop <https://kartingaustralia.bigcartel.com/category/karting-australia-officials-apparel>
 - o It is permitted for the KAC responsibilities to be shared between one or more Licenced KAC's and/or Licenced Race Officials during a Karting Activity provided that at all times that a kart is being driven on the Track, there is a KAC on duty and performing the requirements of the role.
- g) Licence Requirements
- (i) A Driver must hold a current KA Licence valid for the Class of Kart they intend to drive. This can be an 8 Day licence.
 - (ii) The Driver must have their KA licence with them, and it must be available for inspection by the KAC when required.
- h) Safety Apparel and PPE
- (i) The requirements of Technical Rules Chapter 7 Apparel must be fully complied with at all times.
- i) Administrative Checking and Scrutineering
- (i) A Kart must comply with the relevant Class Rules
 - (ii) The Driver or their guardian must complete and submit a Recreational Karting Activity Form (the "SKA Form") prior to the Driver entering the Track for the first time at a Karting Activity Session wherein they must:
 - a. Certify that the kart has been checked for safety compliance and that it is safe for use.
 - b. Confirm their acceptance of the "Exclusion of Liability, Indemnity, Release and Voluntary Assumption of Risk by entering the Circuit" and participating in the recreational activities conducted at the venue.
 - c. Certify that they have a current KA Licence relevant for the class of Kart that intend to drive.

- d. Production of the confirmation of submission email that the Driver or their guardian will receive following successful submission of the SKA Form will serve to satisfy the requirements if this regulation.
 - (iii) Pay the fee that may be required by the Organising Club
 - (iv) After all of the above requirements are met to the satisfaction of the KAC, the Driver will be allowed to participate in the Karting Activity.
- j) On-track Sessions
- (i) The KAC must at all times while a Kart is on Track, have ready access to:
 - a. Green flag or green light to start a session; and
 - b. Red flag or red light to stop a session; and
 - c. Chequered flag to signal the end of a session; or
 - d. The Track safety light system
 - (ii) It is forbidden to cross the Track or sit on tyre walls while ever there are karts driving on the Track.
 - (iii) Any person who is permitted inside the Track must wear a high visibility vest in accordance with General Rules, Chapter 4, Rule 12 f) and must remain behind protective barriers at all times while any Kart is on Track.
 - (iv) Sessions should be limited to 10 minutes for each group (i.e. Cadets or Junior or Senior).
 - (v) It is forbidden for a Driver to deliberately stop their kart on the Track for any reason. For the sake of clarity, this includes but is not limited to for the purpose of making mechanical adjustments, taking tyre pressures, refuelling and for giving or receiving instruction to or by the Driver.
 - (vi) The mechanical breakdown area may be used during this each session.
- k) Use of the Track
- (i) The permitted direction of travel on the Track must be clearly shown at the Out Grid by a sign. (Minimum dimensions 800mm x 600mm.) Any alternate access roads must be blocked with cones, Tyres Buffers or such similar devices.
 - (ii) Any Club, that's Circuit is Licenced to run in both clockwise and anti-clockwise directions, must have a "One Way Track Direction Of Travel" sign showing the only direction of travel that a kart can undertake during a Karting Activity. It must comply with the following requirements:
 - a. Recommended dimensions of 800mm x 600mm minimum;
 - b. It is to be located adjacent to the Out Grid gate;
 - c. If the direction of travel is changed, it can only be changed by either the Club President or the Club Safety Officer, (the "Relevant Club Officer");
 - d. The Track must be reconfigured to comply with the Circuit Licence for the changed direction (e.g, moving Tyre Buffers and safety structures where needed).
 - e. The Relevant Club Officer must confirm on KOMP, that:
 - 1) the Track Direction of Travel has been changed,
 - 2) the date that the change of direction has been made,
 - 3) that the safety infrastructure of the Circuit has been adjusted to comply with the Circuit Licence requirements of the new direction of travel, and
 - 4) an original photograph with metadata in a jpeg format showing the adjusted One Way Track Direction Of Travel sign is in place.
 - (iii) A Karting Activity will always take place on the full Track as delineated by tyre barrier and cone placement.
 - a. No short cuts or cut throughs are to be used.

- (iv) Only the following age divisions are permitted to be on the Track at the same time:
 - a. Cadet 9, Cadet 12 and 4SS Cadet Drivers are permitted on a Track at the same time
 - b. Junior Drivers are not permitted on the track with any other age division
 - c. Senior Drivers are not permitted on the Track with any other age division
- (v) All Drivers must at all times observe the safety instructions of the Karting Activity Officials, the Code of Driving Conduct and behave in a sensible and respectful manner
- (vi) Careless or overly aggressive driving or Misconduct will not be tolerated.
 - a. First Offence - Warning
 - b. Second Offence - Disqualification from the remainder of the Karting Activity

3 Karting Activity As An Organised Recreational Activity

- a) General
 - (i) The intention of the Karting Activity is: safe, organised, non-competitive fun for all involved.
 - (ii) Session Duration
 - a. The recommended maximum duration for a Karting Activity should last 3-4 hours from start to finish
- b) Example Timetable
 - (i) The timetable would rotate between Cadet, Junior, Senior, Cadet, Junior etc
 - (ii) This will depend upon the number of Drivers licence holders who are participating. Age Groups may be required to be split further e.g: Cadet 9 and Cadet 12 or Senior Lower Performance and Senior Higher Performance
- c) Event Format
 - (i) Qualifying is not permitted
 - (ii) Races are not permitted.
 - (iii) Results are not required.
 - (iv) There is no formal gridding procedure.
 - (v) When the out grid opens, the session will commence for a period of time determined by the Organiser. This will be generally 10 minutes for each group on a rotation basis.
- d) Timing
 - (i) Timing Transponders are permitted to be fitted to a Kart but are not mandatory.
 - (ii) The organising Club is encouraged to ensure that the MYLAPS timing system is operating for the duration of the activity. The MYLAPS timing system should be set so that it does not require a Timekeeper and runs from the start to end of the activity.
 - (iii) If Clubs have internet connectivity available, Drivers are able to 'self-publish' their times on Speedhive
 - (iv) Clubs can also display the times on a screen in a prominent location e.g: Canteen, Out Grid

What is Teams Competition?

- a) Teams Competition is:
 - i) A Race or Races conducted on a Circuit with a sealed surface in which the winner is declared after a set distance expressed as a number of laps (usually with a duration of not less than thirty (30) minutes) involving multiple Drivers who are entered as a Team and for which there is a compulsory Driver change or changes to ensure that all Drivers are able to drive for a minimum time or minimum number of laps as prescribed in Supplementary Regulations; or
 - ii) Multiple individual Races by Drivers from multiple Classes, in which the winner is declared based on either:
 1. the accumulated times of each Driver in the Team; or
 2. the points accumulated by each Driver in the Team from the results of each Race; or
 3. The finishing position of each Driver in the last Race in the Teams Competition in the nominated sections of a Meeting

General Overview

- a) The Rules Governing Teams Competition are detailed in Competition Rules, Chapter 5 Rule 8 of the Karting Australia Manual.
- b) These Teams Competition Guidelines have been developed to provide Organisers with an overview of the manner in which Teams Competition may be conducted either as part of an existing Club Competition or as a Standalone Meeting.

Format of Racing Recommendations

- a) The format of each Race or Races for Teams Competition are required to be outlined in the Supplementary Regulations for a Meeting.
- b) A number of suggested formats are detailed below that can be used for Teams Competition.
- c) The following formats of racing are recommendations only and can be adapted to best suit the Organisers requirements, providing each Race is conducted in accordance with the Rules.

Teams Race for 2 or 3 Drivers Competing in The Same Class At the Race Meeting	
Format	Single Race with driver change using 1 kart
Class	To be specified in Supplementary Regulations
Race Distance	<ul style="list-style-type: none"> • To be specified in Supplementary Regulations – Expressed as a number of Laps
Number of Drivers in a Team	<ul style="list-style-type: none"> • To be specified in Supplementary Regulations - Maximum of 3 Drivers per
System of Gridding	To be specified in Supplementary Regulations: <ul style="list-style-type: none"> • Highest placed driver in each team in their Class Final; or • Fastest driver in each team from Qualifying for their Class; or • Random draw; or • Some other method - provided that it safe
Driver Change To take Place	To be specified as a number of Laps in Supplementary Regulations: <ul style="list-style-type: none"> 2 Driver Team Race <ul style="list-style-type: none"> • Between 40% and 60% of Race distance 3 Driver Team Race <ul style="list-style-type: none"> • 1st Change – Between 30% and 40% of Race Distance • 2nd Change – Between 65% and 75% of Race Distance
Finishing	In accordance with the Rules
Placings Determined	By Finishing positions at the chequered flag

table continued overleaf

Teams Race for 2 Drivers Competing in Different Classes at the Race Meeting	
Format	Race in two (2) Parts – I.e. 2 Starts, 2 Finishes, Each Driver in their own kart.
Classes	To be specified in Supplementary Regulations
Distances for each Race	To be specified in Supplementary Regulations – Expressed as a number of Laps
Number of Drivers in a Team	Two (2)
Format	To be specified in Supplementary Regulations - Two Races – Each Driver using the kart that they have entered for the Race Meeting
Example	Race 1: Senior: TaG Restricted followed by: Race 2: Junior: KA4 OR Race 1: Cadet 12 followed by: Race 2: Cadet 9
System of Gridding	To be specified in Supplementary Regulations: <ul style="list-style-type: none"> • Highest placed driver in each team in their Class Final; or • Fastest driver in each team from Qualifying for their Class; or • Random draw; or • Driver 2 starts in the finishing position of Driver 1 at the end of Race 1; or • Some other method - provided that it safe
Finishing	In accordance with the Rules
Placings Determined	<ul style="list-style-type: none"> • By Finishing positions at the chequered flag; or • Aggregate times recorded for both drivers; or • Aggregate points accumulated by both Drivers; or • Some other method

Guidelines if in conjunction with an existing Club Competition

The following Guidelines are applicable to Teams Competition which is conducted a part of an existing Club Competition.

- a) Driver Change
 - i) If a Driver Change is required to take place, it must be prescribed in the Supplementary Regulations.
 - 1) It must take place between 40% and 60% of the prescribed Race distance
 - 2) It must take place under full Race conditions (I.e. not under either full course yellow or red flag conditions)
 - 3) A Driver change must only take place in the area designated by the Organisers.
 - 4) The procedure to undertake a Driver Change safely and any associated minimum change time requirements must be listed in the Supplementary Regulations.
- b) Refuelling
 - i) Refuelling of a Kart during a Competition is not permitted.
- c) Weighing
 - i) May be conducted at the completion of the Race.
 - ii) The Minimum weight shall be in accordance with the relevant Class Rules.

- d) Finishing
- i) The Race will be considered to have ended when the chequered flag is displayed to the leading Kart as it crosses the Finish Line on the Track after whichever of the following occurs first:
 - 1) the end of the number of laps as detailed in the Supplementary Regulations have been completed; or
 - 2) the first time after it crosses the Control Line after the time detailed in the Supplementary Regulations plus one (1) lap.
 - ii) When the first Kart crosses the Finish Line to receive the Chequered Flag, no Kart that is not already on the Track will be permitted to enter the Track.
 - iii) The finishing order in the Race determines the winning positions in the Race and any Divisions.
 - iv) To be classified as a finisher, and in addition to the provisions of Competition Rules Chapter 1, a Kart must traverse its last lap within two (2) minutes or less of the first Kart receiving the Chequered Flag.

Guidelines for Stand Alone Events

The following Guidelines are applicable to Teams Competition which is conducted at a Standalone Meeting.

- a) Pit Area
 - i) Only Competing Drivers and pit crew members are permitted in the Pit Area during any on track activity.
 - ii) Each Kart is permitted One (1) pit crew member in the Pit Area at any time during a Race for the purpose of signalling their Kart and monitoring the Race.
 - iii) The Pit Area will consist of the following areas which will be designated by the Organiser and advised to all Competitors:
 - 1) Pit Lane means all of the road in which the greatly reduced speed (approximately 10-15% of full speed) applies as indicated by the entrance to the In Grid and the exit of the Out Grid.
 - 2) Refuelling Area means the area where a Kart must be refuelled during the Race. Only the Driver (or Participant in the case of a Cadet or Junior) of the Kart being refuelled and the Refuelling Marshal are permitted in the Refuelling Area. The Refuelling area will be advised in the Supplementary Regulations.
 - 3) Weighing Area means the area where a Kart will be weighed during a Meeting. Only the Driver of the Kart being weighed, an additional person authorised by the Scales Marshal to assist and the Scales Marshal are permitted in the Weighing Area.
- b) Refuelling
 - i) During a Race, refuelling must take place in the designated Refuelling Area;
 - ii) A Kart is not permitted to enter the Pit Lane and undertake a Refuelling Pit Stop during a Full Course Yellow period;
 - iii) It is not permitted to use a spark generating device in the Refuelling Area e.g.: Jump Battery
 - iv) The Organiser may stipulate additional requirements for each Refuelling Pit Stop in the Supplementary Regulations for a Meeting.
- c) Weighing
 - i) During a Race, each CPS will incorporate weighing of the Kart either prior to a Refuelling Pit Stop being undertaken and/or being released from Parc Ferme.
 - ii) The Weighing Pit Stop procedure is as follows:
 - 1) The Driver will bring the Kart to the Weighing area.
 - 2) The Driver will only proceed onto the scales when instructed to do so by the Scales Marshal.

- 3) The Minimum weight of the Kart and Driver combined must meet the Minimum weight of the respective Class Rules unless otherwise specified in the Supplementary Regulations
 - 4) Once the Kart and Driver have been weighed, the Scales Marshal will instruct them to move off the scales.
 - 5) The Kart or Driver may not leave the weighing area until directed to do so by the Scales Marshal.
 - 6) Other than the Driver, Scales Marshall and/or an additional person authorised by the Scales Marshal to assist is permitted in the Weighing area.
 - 7) Should the Minimum Weight not be achieved, the Driver will be granted a second opportunity to be weighed, however this second opportunity must not in any way impede another Kart from being weighed
- d) Compulsory Pit Stops (CPS)
- i) A CPS is the time from when a Kart enters Pit Lane until when a Kart exits the Pit Lane during a Race.
 - ii) Each CPS will consist of a minimum time, generally five (5) minutes, or as outlined in the Supplementary Regulations
 - iii) A Kart is not permitted to complete a CPS until after it has started the Race.
 - iv) The number of CPS' will be specified in the Supplementary Regulations.
 - v) It is the responsibility of each Competitor to monitor the number of CPS' completed by their Kart.
 - vi) If a Kart enters Pit Lane before Full Course Yellow period begins the stop will be classified as a CPS.
 - vii) Entry to Pit Lane is closed during a Full Course Yellow. If a Kart enters Pit Lane after a Full Course Yellow period begins, the stop will not count as a CPS. The Kart will be held at exit of Pit Lane until the field is compressed and the Clerk of the Course deems it safe to re-join at the rear of the field.
 - viii) On a Race restart, following either a Full Course Yellow or Race Stoppage, the Kart must complete one (1) full lap of green light racing after crossing start/finish line before a CPS can occur
- e) Kart Stoppage on the Circuit.
- i) Should a Kart stop on the Track, the Driver is permitted to carry out minor repairs to allow the Kart to re-join the Race.
 - ii) Prior to commencing any work on the Kart, the Kart and Driver must be moved to a safe position as determined by an Official.
 - iii) Any repairs may only be affected by hand and by the Driver alone. Tools of any kind are not permitted to be carried by the Driver or affixed to a Kart.
 - iv) Whilst in the confines of the Circuit, the Driver must leave all protective clothing on including helmet, driving suit, boots and gloves.
 - v) Once a Kart is repaired it will be permitted to continue in the Race.
 - vi) Should a Full Course Yellow be required, once the field is neutralised, a Driver who is stopped on the Track is permitted to receive assistance to have their Kart retrieved or removed from the Circuit. Any assistance must be under the direction of an Official.
 - vii) If a Driver receives outside assistance, or the Driver alights from their Kart, they will be eligible to restart in accordance with Competition Rules Chapter 1, Rule 23 d).
- f) Race Stoppage Procedure
- i) A Race may in extreme circumstances be stopped by the Clerk of the Course by using the red flag /lights.

- ii) When a Race is stopped it must be restarted over the remaining time/number of laps as determined by the Chief Timekeeper and approved by the Stewards, unless;
 - 1) At least 75% 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 Timekeeper.
 - 2) Any Kart which is stationary on the Track when the Competition was stopped at the last recorded lap of the lead Kart will not be classified as a finisher.
 - iii) Any Competitor who is stationary on the Track when a Race is stopped will be permitted to Compete in the restart of that Race if the Race is restarted. Such Karts will be placed behind any Kart which was on the Track when the Race was stopped in an order determined by the Chief Timekeeper. This is not subject to Protest or Appeal.
 - iv) Any Competitor who is in any part of the Pit Area, including the Paddock, when the Race is stopped will be permitted to re-join the Race from the Pit Lane Exit if the Race is restarted. Such Karts will be placed behind any Kart which was on the Track when the Race was stopped.
 - v) During a red flag stoppage, all Karts will be placed under Parc Fermé conditions.
 - vi) No adjustments or repairs are permitted to a Kart, including those located in the Paddock, between the time a Race was stopped and until the restart of that Race.
 - vii) Drivers will remain under the direction of the Clerk of the Course.
 - viii) A Kart which is considered by the Chief Scrutineer to be unsafe will only be permitted to Compete in the restart of that Race once the Chief Scrutineer is satisfied that adequate repairs have been undertaken.
- g) Race Restart Procedure
- i) The Race restart procedure will be in accordance with Competition Rules Chapter 1 Rule 25.
- h) Drive Through Penalty Procedure
- i) If a Driver is required to complete a drive through penalty, a Black and White with Diagonal join flag will be displayed to the Driver, together with the Kart Competition number. The Black and White with Diagonal join flag shall not be displayed on either the penultimate lap or the last lap of a Race.
 - ii) The Driver must enter the In Grid safely, prior to or immediately following the completion of the next lap. They will then be required to stop on the In Grid, alight from the Kart, place their Kart on the Out Grid and return to the track when directed to do so by an Official.
 - iii) A Drive Through Penalty can not be completed in conjunction with a CPS.
- i) Finishing
- i) The Race will be considered to have ended when the chequered flag is displayed to the leading Kart as it crosses the Finish Line on the Track after whichever of the following occurs first:
 - 1) the end of the number of laps as detailed in the Supplementary Regulations have been completed; or
 - 2) the first time after it crosses the Control Line after the time detailed in the Supplementary Regulations plus one (1) lap.
 - ii) When the first Kart crosses the Finish Line to receive the Chequered Flag, no Kart that is not already on the Track will be permitted to enter the Track.
 - iii) The finishing order in the Race determines the winning positions in the Race and any Divisions.
 - iv) To be classified as a finisher, and in addition to the provisions of Competition Rules Chapter 1, a Kart must traverse its last lap within two (2) minutes or less of the first Kart receiving the Chequered Flag.

APPENDIX 3 - INTRODUCTION TO KARTING

The following programs – “Bring a Mate”, “Come and Try” and “Dealer Trade” are, along with “Junior Sprockets” and “Junior Sprockets Plus”, Karting Australia’s approved programs and activities that are designed to introduce new, potential participants to the sport of karting.

Bring a Mate is Karting Australia’s priority club based introduction to karting program. It can be conducted as a stand-alone activity (utilising the pro forma Bring a Mate Supplementary Regulations) or it can be incorporated into a Club Day simply by including the session in the Supplementary Regulations for the event. It is the most simply organised and most cost effective of the three programs detailed in the following pages.

Bring a Mate Rules

1 Preamble

- a) It is designed to let people who have never Raced a kart before experience the thrill of karting in the safe, controlled environment of a KA sanctioned event on any KA licensed Circuit.
- b) It can be simply conducted by any KA affiliated Club at any KA Licensed Circuit with a minimal number of licensed Officials.
- c) As the program name suggests, BRING A MATE needs essentially two types of person:
 - (i) A currently licensed “Junior” or “Senior” Driver who will provide the equipment for their “MATE”; and
 - (ii) A friend or acquaintance of the licensed Driver – their MATE, who is interested to experience the thrill and excitement of driving a competition kart on a real Race track.
- d) Should the Club wish to do so, it can invite any of the local kart shops to participate on a BRING A MATE day provided that they are the holders of a current “DEALER TRADE LICENCE”, by providing the equipment that is necessary for some of their potential senior clients.
- e) BRING A MATE is open to women and men, girls and boys so long as they are in the year of their twelfth (12th) birthday or older.
- f) BRING A MATE is a nationally developed program that is produced locally by the Karting Australia affiliated Clubs that regularly conduct competition karting in Australia.

2 Supervision

- a) At least one (1) Karting Australia Licenced Official (at Level 4 or better) must directly supervise a Come and Try Activity and must be present at the Circuit at all times when a Come and try Activity is in progress.

3 Permitted Karts

- a) Please refer to the Karting Australia Manual (Class Rules) for any age restrictions within each Karting Category and/or Class.
- b) Please note: New Drivers over the age of 15 years (‘Senior’) are not permitted to drive a kart with an engine that is more powerful than 125cc - Restricted or 4 Stroke kart as designated in the Karting Australia Manual.

4 Karts on the Track

- a) The number of karts permitted to drive on the Track at the same time is limited to a maximum of 25% of the Track Density.
- b) Drivers must stay approximately 50 metres from the kart in front of them unless they slow significantly or stop in which case they may be overtaken.

- c) When leaving the out-grid drivers must leave in a controlled manner under the direction of an official.
- d) Weaving across the track and sudden changes of direction are not permitted.
- e) When exiting the track or if the driver is slowing and has an issue on the Track they should raise their hand so that the driver behind can clearly see that they are not continuing as normal.
- f) If a Driver spins out or stops on the Track and cannot restart the Kart they must get out of your kart when safe to do so and move to a place of safety. They must keep all safety apparel (including the helmet) on until they return to the pits.
- g) Senior and Junior/Cadet (9 and 12) aged New Drivers are not permitted to be on the Track at the same time
- h) Cadet (9 and 12) aged New Drivers are permitted to be on the Track at the same time. Karting Australia licensed drivers are not permitted to be on the Track at the same time as New Drivers.

5 Key Elements of a “Bring A Mate” Day at a Local Club

- a) It will be run under a simple set of Supplementary Regulations that are prepared by the host Club using a pro-forma standard form developed by Karting Australia. The Supplementary Regulations must be approved by the SKA with which the Club is affiliated.
- b) An event Permit must be issued by the SKA.
- c) The BRING A MATE Program is a Demonstration, no competitive element is involved. Timing is not permitted.
 - (i) At the end of the day this is about the experience and nothing more.
- d) The nominated official (as designated in the Supplementary regulations) will conduct a briefing and short Induction Program for all MATES.
- e) MATES will be required to complete a Disclaimer and Indemnity Form to receive a “Bring a Mate Single Event Licence” and sign a Disclaimer and Indemnity Form as provided by Karting Australia.
 - (i) The Club will issue a Bring a Mate licence covering the MATE for the day’s on-Track activities.
- f) The program will be run to an on-Track timetable that provides separate sessions for both the Licensed Driver and their MATE/S.
 - (i) Licensed Drivers and MATES will not be on the Track at the same time (i.e. MATES run solely with other MATES.)
- g) The Club must provide first aid services in accordance with the KA Manual.
- h) Just like at an organised Race Meeting, the role of the Officials is primarily to ensure that the event runs smoothly, safely, on time and in accordance with the Regulations so that everyone has a good time.
 - i) Ideally the Club will organise for one or more of the local kart shops to attend the day so that they can talk to MATES about what they need to do to GET STARTED IN KARTING.
 - j) The Club should use the BRING A MATE day as a promotional opportunity to attract new members – both competitors and volunteers/Officials.
 - k) If safety equipment is to be shared between MATES it is to be sanitised in between use by each MATE and shared by a maximum of five (5) MATES per activity.

6 BRING A MATE Single Event Licence

- a) Prior to issuing a BRING A MATE Single Event Licence the MATE will receive a simple written induction with verbal instructions (a briefing) from the nominated Official in attendance at the day.

Give Karting A Go Come and Try Rules

1 Preamble

- a) Come and Try Days or Come and Try activities ("Come and Try Activities") are designed to introduce potential new participants ("New Drivers") to the sport of karting under controlled conditions.
- b) In general, most Come and Try activities conducted by KA affiliated clubs are covered by the KA National Insurance Program. However, please check with KA and/or AJG Sport prior to any activity if you are in doubt.

2 Procedures for Come and Try Days

- a) If a stand-alone Come and Try Activity is intended to be conducted, or if it is intended to be conducted as part of a Club social day, the organising body must complete and have approved, Supplementary Regulations detailing all matters surrounding the activity including the names and responsibilities of the KA Licenced Officials who will be in attendance to organise and run the activity.
- b) If a Come and Try Activity is intended to be conducted as part of a Race Meeting the details of the Come and Try Activity must be included in the Supplementary Regulations for the Race Meeting and approved by KA or the SKA.
- c) All persons wishing to participate in a Come and Try Activity must have pre-registered with the Host Club for the activity through an online ticketing system.

3 Supervision

- a) At least one (1) Karting Australia Licenced Official (at Level 4 or better) must directly supervise a Come and Try Activity and must be present at the Circuit at all times when a Come and try Activity is in progress.

4 Permitted Karts

- a) Please refer to the Karting Australia Manual (Class Rules) for any age restrictions within each Karting Category and/or Class.
- b) Please note: New Drivers over the age of 15 years ('Senior') are not permitted to drive a kart with an engine that is more powerful than 125cc - Restricted or 4 Stroke kart as designated in the Karting Australia Manual.

5 Karts on the Track

- a) The number of karts permitted to drive on the Track at the same time is limited to a maximum of 25% of the Track Density.
- b) Drivers must stay approximately 50 metres from the kart in front of them unless they slow significantly or stop in which case they may be overtaken.
- c) When leaving the out-grid drivers must leave in a controlled manner under the direction of an official.
- d) Weaving across the Track and sudden changes of direction are not permitted.
- e) When exiting the Track or if the driver is slowing and has an issue on the Track they should raise their hand so that the driver behind can clearly see that they are not continuing as normal.
- f) If a Driver spins out or stops on the Track and cannot restart the Kart they must get out of your kart when safe to do so and move to a place of safety. They must keep all safety apparel (including the helmet) on until they return to the pits.
- g) Senior and Junior/Cadet (9 and 12) aged New Drivers are not permitted to be on the Track at the same time
- h) Cadet (9 and 12) aged New Drivers are permitted to be on the Track at the same time. Karting Australia licensed drivers are not permitted to be on the Track at the same time as New Drivers.

6 Preparations

- a) New Drivers must be given a briefing on kart driving and Circuit safety (including Flag Signals as detailed in the Karting Australia Manual) immediately prior to the start of the Come and Try Activity.
 - b) Apparel
 - (i) Drivers must at all times when on the Track be wearing racing apparel that complies with Karting Australia Rules.
 - (ii) This means:
 - Full face Helmet with visor,
 - One piece driving suit providing neck to wrist to ankle coverage; or, solely for Introduction to Karting Activities two (2) pieces of clothing that provide neck to wrist and ankle coverage and protection as follows:
 - Lower body coverage and protection:
 - Long pants made of medium or heavy-duty cotton drill material or denim; and
 - Upper body coverage and protection:
 - Long-sleeve shirt made of medium or heavy-duty cotton drill material or denim done up to the neck and buttoned down at the wrist that provides neck to wrist and waist coverage and protection; or
 - Crewneck, long-sleeve sweatshirt (must not be a hoodie) that provides neck to wrist and waist coverage and protection; or
 - A snug fitting zip up or snap button jacket (without a hood) that is done up to the neck and that provides neck to wrist coverage and protection.
 - The pants should either taper to the ankles or be tucked into the Driver's socks.
 - The upper body coverage should be tucked into the pants.
 - Gloves that resist abrasion and provide full finger protection
 - Closed shoes.
- c) Hair
 - (i) Long hair must be securely retained either with a hair net, hood, balaclava or driving suit at all times.
 - (ii) If required, New Drivers must read and have explained to them the wording of the Indemnity form provided. New Drivers must acknowledge the terms and conditions of the indemnity form before being permitted to drive a kart.
 - (iii) If a New Driver is under 18 years of age, the New Driver and their guardian must both sign the indemnity form before the New Driver is permitted to drive a kart.

7 Shared Equipment

- a) It is recommended for New Drivers to use their own safety helmet and safety equipment wherever possible.
- b) All safety equipment provided by the Host Club must be sanitised thoroughly prior to being used by the first New Driver in the Activity.
- c) Single-use (or self-provided) Balaclavas are recommended be used by all New Drivers unless they are using their own helmet.
- d) ~~Latex Gloves are recommended to be worn by all New Drivers under any gloves provided by the Host Club. Alternatively, the Host Club can provide gloves for a single use per Activity.~~
- e) ~~All other safety equipment provided by the Host Club must be sanitised in between use by each New Driver and shared by a maximum of five (5) New Drivers per activity.~~
- f) ~~All Karts are to be thoroughly sanitised prior to the start of the activity. It is recommended that Clubs utilize a UVC light or similar apparatus for additional sanitising.~~

- g) Steering wheel, side pods and seat must be wiped down with hospital grade alcohol-antibacterial/disinfectant wipes before and after used by each New Driver; and
- h) The mixing of fuel and refuelling of all karts throughout the day is to be completed by a maximum of two (2) people.

8 Personal Accident Insurance

- a) Karting Australia Personal Accident Insurance only provides cover to participants who hold a current Karting Australia License. Non-Licensed participants in come and try days are not eligible for personal accident insurance.

9 General Advice

- a) The information provided by Arthur J. Gallagher is considered general advice only and does not take into account your personal or financial situation. This information must be read in conjunction with the Insurance Program documentation including the Policy Wording. For a copy of the policy wording, please contact your broker.

1 Preamble

- a) The Dealer Trade License ('DTL') is designed to assist with introducing potential new participants ('New Drivers') to the sport of karting under controlled conditions.
- b) Dealer Trade License Activities may only be organised by the holder of a current DTL as a stand-alone activity at a Karting Australia licensed Circuit.
- c) Only those with registered business names associated with karting and current operational businesses within the karting industry are eligible to apply.
- d) Holders of a Dealer Trade License are required to hold and maintain their own current Public Liability insurance cover with a minimum policy limit of \$10,000,000 and supply a Certificate of Currency with their DTL application form to Karting Australia.
- e) The holder of a Dealer Trade License must have proof of their license available at all times while conducting a Dealer Trade License Activity.

2 Procedures for Dealer Trade License

- a) Recording of New Drivers
 - (i) The holder of the Dealer Trade License must complete a Karting Australia sign-on sheet containing the details and number of laps completed by a New Driver throughout the day. This sheet, along with the indemnity forms must be forwarded to Karting Australia National Office within Seven (7) days of the activity
- b) Supervision
 - (i) A Dealer Trade License holder must directly supervise all Dealer Trade License Activities and must be present at the Course at all times when a Dealer Trade License Activity is in progress
- c) Permitted Karts
 - (i) Please refer to the Karting Australia Manual (Class Rules) for any age restrictions within each Karting Category and/or Class.
 - (ii) Please note: New Drivers over the age of 15 years ('Senior') are not permitted to drive a kart with an engine that is more powerful than 125cc - Restricted or a 4 Stroke kart as designated in the Karting Australia Manual.
- d) Preparations
 - (i) New Drivers must be given a briefing on kart driving and circuit safety (including Flag Signals as detailed in the Karting Australia Manual) immediately prior to the start of the Come and Try Activity.
 - (ii) New Drivers must be given a briefing on kart driving and circuit safety (including Flag Signals as detailed in the Karting Australia Manual) immediately prior to the start of the Come and Try Activity.
- e) Apparel
 - (i) Drivers must at all times when on the Track be wearing racing apparel that complies with Karting Australia rules.
 - (ii) This means:
 - Full face Helmet with visor,
 - One piece driving suit providing neck to wrist to ankle coverage, or, solely for Introduction to Karting Activities, two (2) pieces of clothing that provide neck to wrist and ankle coverage and protection as follows:
 - Lower body coverage and protection:
 - Long pants made of medium or heavy-duty cotton drill material or denim; and

- Upper body coverage and protection:
 - Long-sleeve shirt made of medium or heavy-duty cotton drill material or denim done up to the neck and buttoned down at the wrist that provides neck to wrist and waist coverage and protection; or
 - Crewneck, long-sleeve sweatshirt (must not be a hoodie) that provides neck to wrist and waist coverage and protection; or
 - A snug fitting zip up or snap button jacket (without a hood) that is done up to the neck and that provides neck to wrist coverage and protection.
 - The pants should either taper to the ankles or be tucked into the Driver's socks.
 - The upper body coverage should be tucked into the pants.
 - Gloves that resist abrasion and provide full finger protection
 - Closed shoes.
- f) Hair
- (i) Long hair must be securely retained either with a hair net, hood, balaclava or driving suit at all times.
 - (ii) If required, New Drivers must read and have explained to them the wording of the Indemnity form provided. New Drivers must acknowledge the terms and conditions of the indemnity must sign the indemnity form before being permitted to drive a kart.
 - (iii) If a New Driver is under 18 years of age, the New Driver and their guardian must both sign the indemnity form before the New Driver is permitted to drive a kart.

3 Karts on the Track

- a) The number of karts permitted to drive on the Track at the same time is limited to a maximum of 25% of the Track Density.
- b) Drivers must stay approximately 50 metres from the Kart in front of them unless they slow significantly or stop in which case they may be overtaken.
- c) When leaving the out-grid drivers must leave in a controlled manner under the direction of an official.
- d) Weaving across the Track and sudden changes of direction are not permitted.
- e) When exiting the Track or if the driver is slowing and has an issue on the Track they should raise their hand so that the driver behind can clearly see that they are not continuing as normal.
- f) If a driver spins out or stops on the Track and cannot restart the Kart they must get out of your kart when safe to do so and move to a place of safety. They must keep all safety apparel (including the helmet) on until they return to the pits.
- g) Senior and Junior/Cadet (9 and 12) aged New Drivers are not permitted to be on the Track at the same time.
- h) Cadet (9 and 12) aged New Drivers are permitted to be on the Track at the same time. Karting Australia licensed drivers are not permitted to be on the Track at the same time as New Drivers.

4 Personal Accident Insurance for Dealer Trade License Activities

- a) Karting Australia Personal Accident Insurance only provides cover to participants who hold a current Karting Australia License. Non-Licensed participants in dealer trade license activities are not eligible for personal accident insurance.

5 General Advice

- a) The information provided by Arthur J. Gallagher is considered general advice only and does not take into account your personal or financial situation. This information must be read in conjunction with the Insurance Program documentation including the Policy Wording. For a copy of the policy wording, please contact your broker.

1 Preamble

The 4SS Class is considered to be an introductory Class and as such, since its inception, it has, unless otherwise approved by KA, been restricted to use solely in Club Karting Competition and Social Karting.

The governing principles of 4SS Competition are that it:

1. Must always have a focus on Club Competition; and
2. Should always provide the best possible value for money karting experience; and
3. Should be the least technically complex (the simplest) form of Karting offered by KA;
4. Should not encourage unwarranted spending on largely unnecessary and non-beneficial peripheral engine components.

The growth in participation in the 4SS Class and Divisions combined with the competitive essence of all motorsport – to race against the best - inevitably leads to calls for higher levels of Competition to be available to 4SS Licence Holders.

Class Rules Chapter 20 – 4SS (4 Stroke Sprint), allows each SKA to sanction the organising of a single 4SS State Trophy Event in their State in 2026.

Unless otherwise approved by KA, a 4SS State Trophy Event may be conducted no earlier than 1 September 2026.

The following Rules for a 4SS State Trophy Event are highly recommended to be implemented by each SKA. They have been constructed so that there is appropriate weighting applied to the governing principle that 4SS Competition “must always have a focus on Club Competition”, while also allowing a higher-level State Trophy Event to be organised with the focus on 4SS Competition.

4SS State Trophy Rules

- 1 The Event will be conducted in accordance with Competition Rules, Chapter 5, Rule 6 save that Rules h), o), p) and r) will be modified as follows:
 - a) Eligible Drivers
 - (i) Unless otherwise approved by KA, a Driver who has competed in a minimum of three (3) Club Level Events in a 4SS Class from January 1, 2026 to the close of entries for the State Trophy Event shall be eligible to Compete in the Event.
 - b) Eligible Classes
 - (i) All 4SS Divisions will be the feature Classes/Divisions; plus
 - (ii) Any Classes/Divisions that must be permitted to Compete in a State Championship Meeting may be permitted to Compete in a 4SS State Trophy Meeting. (Note: Consolidation of Classes Rules apply.)
 - c) Qualifying:
 - (i) Each 4SS Division will have one (1) qualifying session at a Meeting.
 - (ii) For all other Classes/Divisions, Qualifying may take place as a standalone session or may be combined with a warmup session or Timed practice at the discretion of the Organiser.
 - (iii) A Driver may only qualify one (1) Kart in each Class/Division at a Meeting.
 - d) Grid Procedure:

No Class/Division will be permitted to exceed the Track density listed in the Rules. The following procedures will be used to set the grid positions for each Race.

- (i) Grid positions for Heat Race one (1) and Heat Race two (2) will be based on the times achieved in qualifying, with the fastest time on grid one, and so on.
- (ii) Grid positions for Heat Race three (3) will consist of the lowest combined points scored from Heat Race one (1) and Heat Race two (2) will start from grid position one (1), and so on.
- (iii) If scheduled, grid positions for Heat Race four (4) 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.
- (iv) Grid positions for the Final Race will consist of the lowest combined points scored from Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4) (if conducted) will start from grid position one (1), and so on.
- (v) The following point score system will be used for determining the grid positions for Heat Race three (3), Heat Race four (4) and the final.
 - 1) 1st = 0 points, 2nd = 2 points, 3rd = 3 points, and so on with one (1) point being added for each place.
 - 2) Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed.
 - 3) In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.
 - 4) If a driver fails to make the start, they will be classified in grid order behind the number of starters in that race. If a driver is Disqualified from a Heat race they will be awarded points equal to the number of entries in the Heat of that Class or Division plus one (1).
- e) The finishing order of the final Race determines the winning positions in each Class/Division.

Karting Australia's Judicial Guidelines endeavour to provide guidance in respect of the Karting Australia. The systems and processes that underpin the operations of the KA judicial system are fundamental to KA's competitions at all levels of our sport.

The Guiding Principles of the Judicial System are:

1. To operate a simple Judicial system that is conducted with minimal formality which is fair, efficient and reasonable and that complies with the standards established by the FIA in the ISC.
2. To prioritise appropriate driving standards and the health and safety of Drivers and Officials;
3. To create an environment that is respectful and friendly and where the sporting contest is always conducted with sportsmanship and integrity.
4. To promote appropriate outcomes by the effective use of the Penalty Notification process by Judges of Fact and the Infringement Notice process by Officials of the Meeting;
5. To provide an appropriate system for a Protestor who may seek to lodge a protest against a Licence Holder whom they allege has committed an Offence;
6. To promote appropriate outcomes, when an Offence is found to have occurred, and to provide consistency and proportionality in the Penalty or Penalties imposed.

The Components Of the Judicial System are:

General Rules, Chapters 7 to 14 form the primary components of the KA Judicial system and specifically deal with:

1. Race Officials and their Duties (including the responsibilities of Judges Of Fact),
2. Offences,
3. Penalties,
4. Breach of Rule – Infringement Notice system,
5. Stewards Hearings,
6. Protests,
7. Tribunals,
8. Appeals.

Offences:

Ordinarily an Offence will fall into one or more of the following categories:

1. Alleged breach or breach of the General Rules (including but not limited to the General Rules section of the NCR, Appendices to the NCR, Policies and Bylaws.)
2. Alleged breach or breach of the Competition Rules.
3. Alleged breach or breach of the Technical Rules, including Class Rules and engine Homologations.

Determining Offences and the Application of Penalties:

The following entities and individuals (the "Judicial Bodies") have certain powers specified in the Rules to identify and report and/or adjudicate Offences and to apply Penalties:

1. Officials of a Meeting, including Judges of Fact;
2. Stewards of a Meeting;
3. National Stewards Panel;
4. National Judicial Commissioner;
5. Tribunals;
6. AMSAC;
7. The Board;
8. The CEO.

Grading of Offences and Proportionality of Penalties

In the past, there has been a tendency to treat all categories of General Rule Offences the same. For example, the Minimum Recommended Penalties table at General Rules, Chapter 9, Rule 13 treated the offence of “actual physical contact” as a single offence with a single penalty. It took no account of:

1. the full circumstances or the facts of the incident;
2. the age of the people concerned in the incident - are they Cadet, Junior, Senior or a mixture of ages;
3. whether the contact was careless or intentional;
4. whether the contact was low, medium, high or severe in nature;
5. the consequences (if any) of the contact.

The presiding Officials and Judicial Bodies will be required to take matters such as these into account when determining if an Offence has occurred and if so, what was its severity, were there any mitigating or aggravating circumstances and what Penalty should be applied.

With maturity comes heightened accountability for actions. Individuals participating in age-limited competitions through to adulthood are expected to demonstrate increasing responsibility for their conduct. As competitors and drivers age through to maturity, they must exhibit greater adherence to the established rules and policies that govern our sport, bearing the full weight of consequences for any breaches incurred.

Determining If An Action Is An Offence and Grading an Offence

To ascertain whether an individual has committed an Offence and to determine the suitable penalty for such an Offence, an Official or Officials and/or a Judicial Body must establish several factual matters. Sequentially, they are:

1. Does the person’s conduct constitute an Offence?

- a) If a person’s conduct is found to fall short of being Careless, no charge will be laid against them as the action does not constitute an Offence.

2. Impact of the age of the person

Age determines maturity, accountability and understanding of Rules. Children may lack full comprehension, while adults are expected to know better. Different consequences should apply based on age to ensure fair judgment. The age of a person who has committed an Offence will be an influencing factor in determining Penalties:

- a) are they a child or a juvenile? or
- b) are they a Senior aged Driver or person or an Adult?

3. Is the conduct Intentional or Careless?

- a) If a person’s conduct does constitute an Offence, it needs to be determined if the conduct is Intentional or Careless.

4. Intentional conduct

- a) A person shall be deemed to have intentionally committed an offence if such person engages in conduct with the deliberate purpose of committing the offence.
 - i. It is imperative to acknowledge that karting is a non-contact sport. Whilst incidental contact between karts may occur in the racing environment, adherence to the Code Of Driving Conduct is required at all times.
 - ii. Irrespective of incidental contact between karts, any form of interference or misconduct by parents, crew members, or other persons with the intent to ‘settle’ racing incidents is strictly prohibited and shall be deemed Intentional Conduct.

- b) The concept of ‘intention’ relates to the state of mind of an individual. Intention may be formulated instantaneously, with the critical consideration being its presence at the moment of engaging in the conduct.
- c) The determination of whether an offence was committed with intent hinges upon the state of mind of the individual at the time of the act. What the person did is often the best evidence of the intent they had in mind. In some cases, the evidence surrounding the person’s action may be so strong as to compel an inference of what their intent was, no matter what they may say about it afterwards.
- d) Should the immediate and inevitable consequence of an action be apparent, the conscious execution of the action implies evidence of an intention to bring about the consequence associated with the offence.
- e) State of mind of an individual will be treated as an objective fact, requiring substantiation in a manner akin to other factual determinations. All of the relevant evidence needs to be considered.
- f) An action is deemed intentional if a reasonable person, under the same circumstances, would consider it so. For example, if threats of physical violence led to an assault on a Licence holder, a reasonable person would likely deem the act intentional.
- g) In a hearing by a Judicial Body, the Body will assess the person’s stated intentions and any inferences about their intentions drawn from their behaviour or other pertinent facts.
- h) The Judicial Body may or may not find the person’s account credible and may choose not to believe it.
- i) Regardless of the person’s statement, the Judicial Body may conclude from all evidence that the person intentionally committed the act constituting the offence.

5. Careless conduct

- a) Careless conduct is when a person’s actions are not intentional but still violate the duty of care to others involved with the sport, exhibit unsportsmanlike or unacceptable conduct and/or breach the Rules.
- b) Every licence holder has a responsibility to ensure the safety of others – including but not limited to Drivers, team members, and Officials involved in karting.
- c) All persons must avoid words and actions that could lead to an Offence against another driver, Official, or any other person.
- d) For an action to be considered a breach of duty, it should be something that a reasonable person would find careless under the given circumstances.
- e) A person is deemed careless if they fail to act with reasonable care and engage in actions that can predictably lead to an Offence.

6. Grading of Offences

- a) Grading offences from low level to medium level to high level and severe level is crucial in ensuring that the penalties imposed are proportionate to the severity and impact of the offence. It allows the Official or officials and/or the Judicial Body to differentiate between minor and major breaches and promotes fairness and consistency in penalising offenders.
- b) Official[s] and/or a Judicial Body will be required to grade any Offence into one of four gradings:
 - (i) Low level Offence;
 - (ii) Medium level Offence;
 - (iii) High level Offence; and
 - (iv) Severe level Offence

7. Low Level Offences

Low-level offenses typically involve:

- a) Minor allegations of prohibited conduct.
- b) Minimal impact on other people and limited disruption to the spirit of the sport
- c) Often arise from mistakes, misunderstandings, or without intent to harm.
- d) Rarely have complicating factors.
- e) Examples include:
 - (i) Minor physical altercations between children.
 - (ii) Disrespectful behaviour towards an official.
 - (iii) Mild swearing or derogatory remarks towards other license holders.
 - (iv) Heated exchanges without malice, vilification, bullying, or other severe misconduct.

8. Medium Level Offences

Medium-level offences often (but not always) encompass situations where low-level matters intensify due to complicating factors, moving them to a higher category.

- a) Noticeable, but not critical, impact on other participants or Officials
- b) Complicating factors may consist of:
 - (i) An uncooperative license holder.
 - (ii) Displayed lack of remorse.
 - (iii) Potential harm to the sport.
 - (iv) Tangible risk of harm.
 - (v) History of similar conduct or related breaches.
 - (vi) Past sanctions.
 - (vii) Non-compliance with official instructions.

9. High Level Offences

High-level offenses typically involve:

- a) Serious incidents with threats and abuse, accompanied by the offender's uncontrollable behaviour.
- b) Medium-level incidents escalated to high due to complicating factors, increasing the seriousness of threats and abuse.
- c) They often involve aggressive behaviour or a degree of malicious intent.
- d) Substantial impact on the safety of participants and the image of the sport.
- e) Actual or perceived threats of physical violence towards a license holder.
- f) Physical violence against a license holder or a member of the public.
- g) Use of highly offensive language, aggressive conduct, or high-level swearing towards officials.
- h) Intentional property damage.
- i) Presence of aggravating circumstances with few to no mitigating factors.
- j) Examples include:
 - (i) Deliberate harm to opponents of Officials,
 - (ii) Serious unsportsmanlike conduct, or
 - (iii) Intentional rule violations.

10. Serious Level Offences

Severe level offences typically encompass:

- a) Severe-level offences critically impact the safety, dignity, and emotional well-being of the participants.
- b) They involve explicit malicious intent and are often premeditated.
- c) High-level incidents that, due to complicating factors, are escalated to the severe category.

- d) Direct physical harm to a Licence holder or an Official.
- e) Extremely serious incidents, especially those involving threats and abuse, where the offender shows highly uncontrollable behaviour towards an Official.
- f) Use of intense swearing characterised by foul, offensive, abusive language and aggressive behaviour towards an Official.
- g) Actual or perceived threats of physical violence towards a Licence holder or an Official.
- h) High-level incidents with threats and abuse.
- i) Intentional property damage.
- j) The presence of aggravating circumstances, or complicating factors raises the seriousness of these offenses.

11. Offences towards Officials and Volunteers

- a) Careless conduct that constitutes an Offence towards an Official is more likely to be graded as a low or medium level Offence.
- b) Intentional conduct that constitutes an Offence towards or against an Official must be graded as a High or Severe level Offence.

12. Determine if there werelare any aggravating or mitigating circumstances.

- a) Factors constituting Aggravating Circumstances may include but are not limited to:
 - (i) Uncooperative or argumentative demeanour
 - (ii) Absence of remorse
 - (iii) Malicious or wilful conduct
 - (iv) Actual or impending use of violence
 - (v) Severity of inflicted injury
 - (vi) Significant loss or property damage
 - (vii) Continuous offending over time
 - (viii) Abuse of power or trust
 - (ix) Efforts to hide or dispose of evidence
 - (x) Premeditation, as opposed to impulsive actions
 - (xi) Engaging in criminal activity
- b) Factors constituting Mitigating Circumstances may include but are not limited to:
 - (i) Behaviour was out of character
 - (ii) First-time breach
 - (iii) Unplanned or spontaneous action
 - (iv) Youth or age of the offender
 - (v) Limited involvement in the breach
 - (vi) Acceptance of responsibility
 - (vii) Display of remorse or contrition
 - (viii) Cooperative demeanour
 - (ix) Minimal harm to victim or sport
 - (x) Presence of provocation, persuasion, or coercion by others

Guidance Notes – Objective Facts and Subjective Arguments

When assessing evidence in a Stewards Hearing or before any Judicial Body, it is important to distinguish between Objective Facts and Subjective Arguments

Objective Facts:

Objective facts are based on verifiable evidence. They can be seen, measured, or proven. They are not influenced by opinion, emotion, or personal interpretation. Examples include:

- The precise point on the circuit where contact between karts occurred, verified by track markings or video footage.
- The relative speed, braking or throttle position of karts, recorded by data loggers.
- Track conditions, weather, or mechanical status of the kart at the time of the incident.

These facts either exist or they do not. The action either occurred or it did not. Objective facts provide a solid, reliable basis for determining what happened and are central to fair and consistent decision-making.

Subjective Arguments:

Subjective arguments are based on personal opinions, perceptions, or emotions. They reflect how an individual feels or interprets an event rather than what can be proven. Examples include:

- A driver claiming they were “driving defensively” or that another driver was “too aggressive.”
- A competitor believing they “had the right of way.”

Such statements vary greatly between individuals and are influenced by personal experience, emotion, and bias. They rarely provide verifiable evidence and often add little value to determining the facts of an incident.

Application in Hearings:

While the perspectives of those involved may be heard, Stewards must give primary weight to objective, verifiable evidence. Subjective arguments may help explain intent or context, but they should not override evidence that can be proven.

Reliable decisions are made when judgments are based on objective facts, supported by evidence, rather than on personal interpretations or emotions.

Significant adjustments have been made to General Rules, Chapter 7, Rule 3(e) and (f) for the 2025 year, impacting the roles of State Officials Coordinator and State Technical Officer. These adjustments emphasise that appointees to these positions must not only hold a minimum Level 2 Official's Licence but also possess substantial experience (at least 2 years) at that level of officiating.

In addition, Karting Australia strongly recommends that each SKA appoint a State Training Officer. Ongoing training is critical, not only to ensure the correct application of the rules and continuous skill development, but also to uphold our Karting Integrity Framework and its associated policies.

It is essential that individuals appointed to these roles possess the appropriate skills and experience to fulfill their responsibilities effectively. This Appendix 7 provides detailed position descriptions for the roles of State Officials Coordinator, State Technical Officer, and State Training Officer.

Please note that these are to be appointed positions - not elected positions. It is through the commitment of each SKA to training officials, in conjunction with the KA Officials Academy, that we will continue to enhance the skills of our officials, safeguard the integrity of our sport, and ensure the protection of our insurance.

State Officials Coordinator

Overview

The State Officials Coordinator plays a pivotal role in developing, implementing, and maintaining a consistent and effective officiating and judicial framework for karting events within their state that are consistent with the national approach to officiating. This role ensures the uniform interpretation and enforcement of both technical and sporting rules across all competition levels.

If an SKA does not appoint an individual to the State Officials Training Officer role, the Responsibilities, along with the preferred skills and qualifications outlined for that position, should be integrated into the Position Descriptions of the State Officials Coordinator and/or the State Technical Officer.

Responsibilities

- **Committee Leadership:** Convene and chair the State Officials Committee (Club based).
- **Standards Application:** Implement KA-approved standards that are consistent with the national approach to officiating for controlling and officiating karting events at Club, Zonal, and State levels.
- **Appointment of Officials:** In conjunction with the State Administrator select and appoint appropriately skilled Officials for State level Race meetings as required by the Rules (Includes Club Competition).
- **Officiating Standards:** Maintain high standards of officiating at all karting events.
- **Race Official Grading:** Ensure consistent grading and high standards for Stewards, Race Management Officials.
- **Training Implementation:** Collaborate with the State Training Manager and/or State President to deliver training programs for officials, focusing on their duties, customer service, rule enforcement, safety and adherence to KA's Integrity Framework and policies that are consistent with the national approach to officiating.
- **Assessment:** Consistently use and apply the Karting Australia Official Appraisal Forms and review processes to assess the performance of Licenced and graded Officials seeking to be upgraded to and/or retain a Level 2 or 1 Official's Licence.
- **Judicial System:** Ensure the judicial system respects natural justice, due process, and operates according to current rules.

- **Safety and Risk Management:** Oversee race meetings to ensure they are conducted safely using targeted risk management principles.
- **Continuous Improvement:** Continuously assess and improve officiating processes within State Associations and Affiliated Clubs.

Preferred Skills and Qualifications

- **Experience:** Extensive senior motorsport administration experience.
- **Certification:** Senior Motorsport Official (Steward/Clerk of the Course) certification.
- **Knowledge:**
 - o Modern motorsport judicial functions, processes, and systems.
 - o Judicial procedures, natural justice, and procedural fairness.
 - o Karting officiating and stewarding at the club level and above.
 - o KA Karting Manual.
- **Communication:** High level of communication skills.
- **Personal Qualities:**
 - o Ability to listen, analyse, think creatively, and work in a team.
 - o Honesty, sensitivity to differing views, responsiveness, patience, integrity, and community-building skills.

The State Officials Coordinator ensures the integrity and efficiency of karting event officiating that are consistent with the national approach to officiating, fostering a fair, safe, and consistently regulated environment for all participants.

State Technical Officer

Overview

The State Technical Officer plays a crucial role in maintaining technical standards and consistency in kart racing within the state that are consistent with the national approach to scrutineering, ensuring fair and equitable consideration of all stakeholders in the application of their duties.

The principal role of the State Technical Officer is to implement at state-level, a technical compliance and scrutineering framework that is consistent with Karting Australia's national approach to scrutineering of karts for safety and compliance with the Rules. This ensures consistency in technical interpretation and application at all competition levels within the state. The State Technical Officer supports the National Technical Commissioner by controlling the technical elements of the sport at State level.

If a SKA does not appoint an individual to the State Officials Training Officer role, the Responsibilities, along with the preferred skills and qualifications outlined for that position, should be integrated into the Position Descriptions of the State Officials Coordinator and/or the State Technical Officer.

Responsibilities

- **Advise on Technical Specifications:** Provide guidance to Technical officials on matters related to the technical specifications of all kart components.
- **Appointment Recommendations:** Recommend the appointment of qualified Technical Officials for state-level karting events as required by the Rules.
- **Standards Application:** Implement KA-approved standards that are consistent with the national approach to officiating for controlling and officiating karting events at Club, Zonal, and State levels.
- **Appointment of Officials:** In conjunction with the State Administrator select and appoint appropriately skilled Technical Officials for State level Race meetings as required by the Rules (Includes Club Competition).

- **Officiating Standards:** Maintain high standards of Scrutineering at all karting events.
- **Race Official Grading:** Ensure consistent grading and high standards for Technical Officials.
- **Training Development:** Create and implement training packages for State Technical Officials that are consistent with the national approach to scrutineering and officiating.
- **Training Implementation:** Collaborate with KA, the State Training Manager and/or State President to deliver training programs for officials, focusing on their duties, customer service, rule enforcement, safety and adherence to KA's Integrity Framework and policies that are consistent with the national approach to officiating.
- **Assessment:** Consistently use and apply the Karting Australia Official Appraisal Forms and review processes to assess the performance of Licenced and graded Officials seeking to be upgraded to and/or retain a Level 2 or 1 Official's Licence.
- **Provide Guidance:** Offer direction and advice on technical compliance, component specifications, scrutineering procedures, and compliance checking of karts and associated equipment to ensure regulatory adherence.
- **Consistency in Interpretation:** Ensure uniformity in technical interpretation across the state, that are consistent with the national approach to scrutineering.

Preferred Skills and Qualifications

- **Technical Administration Experience:** Extensive experience in technical administration.
- **Scrutineering and Compliance Knowledge:** In-depth understanding of modern karting scrutineering and compliance processes.
- **Formal Qualifications:** Preferred qualifications in Mechanical Engineering or a relevant trade.
- **Karting Knowledge:** Familiarity with karting technical control at the club level and above, as well as the KA Karting Manual.
- **Communication Skills:** High level of communication skills, with the ability to listen, analyse, think creatively, and work collaboratively.
- **Personal Integrity:** Must possess honesty, tolerance for differing views, a friendly and patient demeanour, personal integrity, and community-building skills.

State Officials Training Officer

Overview

The training of Race Officials is essential to maintaining the consistency and integrity of karting events across the nation. This role is pivotal in ensuring that technical and sporting rules are interpreted and enforced uniformly across all competition levels.

The State Officials Training Officer role is to ensure that all Karting Australia Race Officials are well-trained in officiating that is consistent with the national approach to officiating, maintaining high standards of officiating and contributing to the integrity and safety of karting events.

The State Officials Training Officer will work closely with the State Officials Coordinator, the State Technical Officer, and Karting Australia to develop and implement comprehensive training programs. These programs will ensure that all officials at karting events within the state are well-trained and demonstrate high standards of officiating.

If a SKA does not appoint an individual to the State Officials Training Officer role, the Responsibilities, along with the preferred skills and qualifications outlined for that position, should be integrated into the Position Descriptions of the State Officials Coordinator and/or the State Technical Officer.

Responsibilities

- **Training Program Development:** Create and implement training programs for State Level officials State level Race meetings as required by the Rules (Includes Club Competition) that are based on KA's training modules.
- **Training Implementation:** Collaborate with KA, the State Officials Co-ordinator and the State Technical Officer to deliver training programs for Race Officials, focusing on their duties, customer service, rule enforcement, safety and adherence to KA's Integrity Framework and policies that are consistent with the national approach to officiating.
- **Collaboration:** Work closely with the State Officials Coordinator, State Technical Officer, State Administrator and KA to identify training needs and ensure training programs align with KA's objectives and that are consistent with the national approach to officiating.
- **Standards Enforcement:** Ensure training programs cover the obligations and duties of officials under the regulations, focusing on customer service, rule enforcement, and KA's Integrity Framework and Policies.
- **Judicial Training:** Ensure officials are trained in judicial procedures, natural justice, and procedural fairness.
- **Safety Training:** Implement training on safety and risk management principles to ensure race meetings are conducted safely.
- **Performance Monitoring:** Monitor the performance of trained officials to ensure they apply their training effectively during events.
- **Support and Mentorship:** Provide support and mentorship to officials, fostering an environment of continuous improvement and professional development.
- **Assessment:** Consistently use and apply the Karting Australia Official Appraisal Forms and review processes to assess the performance of Licenced and graded Officials seeking to be upgraded to and/or retain a Level 2 or 1 Official's Licence.

Preferred Skills and Qualifications

- **Experience:** Background in training, education, or related fields.
- **Knowledge:**
 - o Karting Race Officiating and Stewarding at the club level and above.
 - o KA Karting Manual.
- **Communication:** High level of communication skills.
- **Training Expertise:** Proven ability to develop and deliver effective training programs.
- **Professional Skills:**
 - o Strong teaching or training skills with the ability to engage and educate adult learners.
- **Personal Qualities:**
 - o Ability to listen, analyse, think creatively, and work in a team.
 - o Honesty, sensitivity to differing views, responsiveness, patience, integrity, and community-building skills.

Appendix 8 – Lightning Strikes and Thunderstorm Rules for Karting Competitions and Karting Activities

Aligned to AS 1768:2021 – Lightning Protection Standard

1. Purpose and Scope

- a) These rules set mandatory controls for lightning risk at all Karting Competitions and Karting Activities.
- b) They are designed to protect drivers, officials, volunteers, and spectators, consistent with AS 1768:2021 and best-practice standards used in Australian sport.
- c) All Clubs must conduct a Targeted Risk Assessment (a TRA) for lightning risk specific to their location and Circuit, using the Lightning Likelihood Matrix provided within the KARM framework. The completed TRA must be documented, retained on file by the Club and a PDF copy of the original TRA must be immediately forwarded to their State Administrator for uploading to KOMP.

2. Definitions

- a) Immediate Proximity: Lightning activity within 10 km of the circuit or when the flash-to-bang time is < 30 seconds.
- b) Lightning Protection System (LPS): The engineered system of:
 - (i) air terminals – rods or conductors that intercept lightning strikes;
 - (ii) down-conductors – cables that carry the lightning current safely down the structure;
 - (iii) bonding and earthing connections – to prevent dangerous voltage differences; and
 - (iv) Surge Protective Devices (SPDs) – to protect electrical and electronic systems from induced surges; required under AS 1768:2021.*
- c) Lightning Warning: A condition where Bureau of Meteorology (BOM) data, the My Lightning Tracker app (the App), venue detectors or visual observation indicate lightning risk.
- d) Lightning Safe Shelter: A suitable lightning strike protected and signed building or hard-top metal vehicle. Tents, marquees, open grandstands, trees, and unprotected structures are not Lightning Safe Shelters. *

3. Roles and Responsibilities

- a) Meetings
 - (i) Stewards: When thunderstorm or lightning risk is imminent, appoint a Clerk of the Course (CoC) or other Official as the Lightning Safety Officer (LSO).
 - (ii) Lightning Safety Officer: Monitors BOM radar, the App, detection systems, and local conditions; advises the CoC of lightning risk; keeps time-recorded records.
 - (iii) All Officials and Clubs: Enforce holds, direct people to safe shelters, and secure the venue.
- b) Karting Activity
 - (i) Karting Activity Controller (KAC): is responsible for monitoring BOM radar, the App, and local conditions; and for advising participants in the Karting Activity of imminent lightning risk.

4. Monitoring

- a) When thunderstorm or lightning risk is imminent, from gate-open to venue close, the LSO or the KAC (for a Karting Activity) must continuously monitor:
 - (i) BOM weather radar and lightning alerts; and/or
 - (ii) The App; and/or
 - (iii) Visual and audible indicators (thunder, storm clouds); and/or
 - (iv) Any on-site detection equipment or apps.

5. Triggers for Suspension (“Lightning Hold”)

- a) Track activity must stop immediately if:
 - (i) Lightning is detected or forecast within 10 km; or
 - (ii) Flash-to-bang time is < 30 seconds (30/30 Rule); or
 - (iii) The CoC/Stewards or KAC determine lightning is at immediate proximity.

6. Actions during a Hold:

- a) Display the red flag and cease all track activity.
- b) Close grids and refuelling; stop scrutineering and paddock operations.
- c) Direct all persons to Lightning Safe Shelters. **No one is to shelter under trees, tents or metal structures, unless those structures are signed as Lightning Safe Shelters.***
- d) Keep emergency routes clear and secure elevated platforms.

7. Resumption Criteria (“All-Clear”)

- a) Activity may only resume when:
 - (i) At least 30 minutes have elapsed since the last lightning strike within 10 km and the last thunder; and
 - (ii) The LSO or KAC confirms improving conditions on BOM or APP; and
 - At a Meeting, the CoC has confirmed the track is safe for resumption and the Steward have given approval for Competition to resume.
 - At a Karting Activity, the KAC has confirmed the track is safe for resumption and has given approval for on-track activity to resume.

8. 30/30 Safety Guideline (Explanation)

- a) When the flash-to-bang time – the interval between lightning flash and thunder is 30 seconds or less, seek shelter immediately (approx. 10 km distance).
- b) Wait a minimum of 30 minutes after the last thunder or lightning before returning to Karting Competition or Karting Activity.
- c) Do not resume early because of blue skies or a passing shower - storm cells can strike again after a lull.
- d) Sound travels 1 km every 3 seconds - use this to estimate storm distance.

9. Pre-Meeting Planning and Communication

- a) Include this procedure in Supplementary Regulations and Drivers’ Briefings.
- b) Venue maps and signage must identify Safe Shelters and assembly points.*
- c) Test PA and SMS systems and prepare message templates for “Lightning Hold”, “Proceed to Shelter”, and “All-Clear”.
- d) Monitor BOM forecasts for at least four (4) days before any Meeting or Karting Activity to identify likely thunderstorm activity.

10. Facilities and Engineering Controls

(based on risk level identified in Lightning Strikes TRA)

- a) It is recommended that each venue install and maintain an AS 1768:2021- compliant LPS and SPDs for critical assets (timing systems, race control, comms infrastructure).*
- b) Bond and earth suitable metallic structures in spectator and paddock areas as Safe Shelters to the appropriate Lightning Protection Level (LPL).* and fit signage showing that each is a Safe Structure.
- c) Maintain records of inspection and testing after construction and annually thereafter.*

11. Training and Drills

- a) Brief all Drivers, Officials and Team Managers on the 30/30 Rule and Safe Shelter locations.
- b) Conduct a table-top lightning drill at least once each year.

12. Records and Reporting

- a) Maintain a Lightning Log recording times of alerts, holds, all-clear calls and messages sent.
- b) Where possible, retain BOM and/or App screenshots or detector images as evidence of decision timing.
- c) Provide all Lightning Log recordings and screenshots referred to in clauses a) and b) above to the Clerk of the Course for inclusion in the Stewards Report

13. Priority of Safety

- a) Safety takes precedence over scheduling, broadcast or event timing requirements.
- b) The decision of the Clerk of the Course to suspend or resume activity is final.

Notes for Implementation

- a) The 10 km + 30/30 dual-trigger is the nationally accepted standard across Australian sport.
- b) Integrating AS 1768:2021 engineering controls* with these operational rules demonstrates due diligence to insurers, local authorities and governments.
- c) Clubs should review lightning risk as part of their annual safety audit under Karting Australia's KARM program.

* Refer to Karting Australia Circuit Regulations and Guidelines
<https://www.karting.net.au/administration/safety/>

Karting Australia By-Laws and Policies as at 1 January 2026

In addition to the National Competition Rules, the ISC, Homologation Documents, Technical Specification Documents, State Regulations, National Championship Sporting Regulations, National Series Sporting Regulations, Supplementary Regulations, Addendums, Bulletins, Instructions, and Clarifications that are issued by Karting Australia from time to time, there are a number of Policies and Standing Orders that have been ratified by the Board that collectively work to govern the operation of the sport of Karting in Australia. As of 1st January 2026, these include:

BY-LAWS

- B1 Responsibilities Delegated to Member States
- B2 Karting Australia Board Charter
- B3 Authority and Delegations
- B4 Future Fund
- B5 2026 National Club Affiliation Requirements
- B6 2026 Fees
- B7 Complaints and Discipline Of Members
- B8 Karting Australia Tribunal
- B9 Rule Change Procedures
- B10 Homologation Procedures
- B11 National Infrastructure Development Fund
- B12 Karting Australia Life membership, Honors and Awards

POLICIES

- P1 Karting Australia Integrity Framework (KIF)
- P2 Member Protection Policy
- P3 Child Safeguarding Policy
- P4 Competition Manipulation and Sports Wagering Policy
- P5 Improper Use Of Drugs and Medicine Policy
- P6 Code Of Conduct
- P7 Privacy Policy
- P8 Privacy Security Breach Flowchart
- P9 Anti-Discrimination Harassment and Bullying
- P10 Social Media and Acceptable Use of Social Media
- P11 Alcohol Policy
- P12 Breath and Alcohol Testing
- P13 Licence and Accreditation Photographic Requirements
- P15 Safety 1st Policy
- P16 Risk Management Policy
- P17 Critical Incident Response Procedures
- P18 Karting Event Safety Inspection Policy and Checklist
- P19 Remotely Piloted Aircraft (including Drones)
- P21 Circuit Extension and Modification Approval

- P24 Level 5 - Karting Activity (Recreational) Controller Policy
- P25 Officials Licence Policy
- P26 Junior Officials Policy
- P27 Travel Policy
- P28 Expense Reimbursement
- P29 Accredited Race Officials Uniform Entitlement
- P30 Whistleblower Policy
- P31 Accredited Photographers and Media Policy
- P33 Pre-Racing Safety Policy and Procedure
- P34 Junior Elite Participation
- P35 KA Concussion Management Guidelines
- P36 Karting Australia Medical Code
- P40 Insurance Excess Liability Policy
- P41 Timing Infrastructure Policy
- P42 Licencing and Membership System - KOMP Policy
- P45 Anti-Doping Policy

Available Karting Australia Pro-forma Supplementary Regulations

The following Pro-forma Supplementary Regulation Forms have been prepared by Karting Australia and are available for use by all event Organising Committee's so as to make the completion of Supplementary Regulations that comply in full with the Rules as simple as possible. These documents are available from either your State office or from the Karting Australia national office.

Racing

- Club Competition Supplementary Regulations
- State Series, State Cup, State Trophy, State Trophy and Zonal Competition Supplementary Regulations
- State Championship Supplementary Regulations
- National Series Supplementary Regulations

Karting Activity

- Organised Social Karting Activity Supplementary regulations (12 Month)
- Bring A Mate Supplementary Regulations
- Come N' Try Supplementary Regulations

2026 KA NATIONAL CALENDAR

National Championship - SP Tools Australian Kart Championship		
Round	Date	Venue
1	March 13-15*	Coffs Harbour, NSW
2	May 15-17	Ipswich, QLD
3	July 3-5*	Townsville, QLD
4	September 4-6	Seymour, VIC
5	October 16-18	Bolivar, SA
Ultimate Club Racer IV		
October 31/November 1		TBA
Australian Kart Masters		
June 5-7	Ian Brown Over 40's	Coffs Harbour, NSW
Nationally Recognised Events		
January 23-25	Ladies Cup	Albury, VIC
July 31- August 2	City of Melbourne Titles	Port Melbourne, VIC
Building Better Kart Clubs National Conference		
February 6-8	Mawson Lakes, SA	
State Championships		
Date	Event	Venue
April 10-12	Victorian Kart Championship	Albury/Wodonga, VIC
June 26-28	NT Kart Championship	Darwin, NT
July 10-12	Queensland Kart Championship	Bundaberg, QLD
October 2-4	NSW Kart Championship	TBA
September 25-27	WA Kart Championship	Geraldton, WA
November 20-22	SA Kart Championship	Murray Bridge, SA
November 27-29	Tasmanian Kart Championship	Smithton, TAS

**Event will be preceded by a Social Karting Activity organised by the Host Club on the day immediately prior to the Meeting.*

Note: Calendar is correct at the time of publication but is subject to change.

LIFETIME ACHIEVEMENT AWARD

Mr Harold Arnett	04.05.2024	Victoria
Mrs Pam Arnett	04.05.2024	Victoria
Late Mr Alf Capri	08.02.2025	Queensland
Mrs Maureen Capri	08.02.2025	Queensland

IMPACT ON KARTING AWARD

Mr Gary Light	04.05.2024	Western Australia
Mrs Sandra Walker	08.02.2025	Queensland

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	Late 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

table continued overleaf

LIFE MEMBERS - continued

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	Late 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	Late 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
AKA Ltd.	Mr Glen Egan	04.05.2024	New South Wales
AKA Ltd.	Mr John Wishart	04.05.2024	Western Australia
AKA Ltd.	Mr Les Allen	04.05.2024	Queensland
AKA Ltd.	Mr Mark Horsley	04.05.2024	New South Wales
AKA Ltd.	Mr Mick Doohan OAM	04.05.2024	Queensland
AKA Ltd.	Mr Russell White	04.05.2024	Victoria
AKA Ltd.	Mrs Dawn Hull	08.02.2025	New South Wales
AKA Ltd.	Mr Derek Ferry	08.02.2025	New South Wales
AKA Ltd.	Mrs Karen Arnett	08.02.2025	Victoria
AKA Ltd.	Mr Paul Hull	08.02.2025	New South Wales
AKA Ltd.	Late Mrs Sylvia Stania	08.02.2025	Victoria

PAST NATIONAL EXECUTIVE MEMBERS

Chair

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	Late 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	Late 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 *continued*

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	Late 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	Late 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

A	Rule Number
Alcohol - Drugs in Sport Policy	Refer to www.karting.net.au
Alcohol / Drugs	General, Chapter 1 Rule 32
Alcohol / Drugs - Testing	General, Chapter 1 Rule 32
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 and Fees	General, Chapter 14 Rule 3
Appeals - Tribunal Procedure	General, Chapter 13
Appeals - Withdrawal	General, Chapter 14 Rule 3
C	Rule Number
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 www.karting.net.au
Communication - Officials Radio Communications	General, Chapter 4 Rule 13
Communication - Telemetry	Technical, Chapter 1, Rule 7 e)
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
D	Rule Number
Driver's Briefing	Competition, Chapter 1 Rule 6
Drivers – Code of Driving Conduct	Competition, Chapter 3

Drivers - Disabled	Competition, Chapter 4 Rule 17
Drivers - Responsibilities	General, Chapter 1 Rule 4 and 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 27
Driving - Hinder Another Driver	Competition, Chapter 3
Driving - Holding a Line	Competition, Chapter 3
Driving - Leaving / Rejoining Track	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 13
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 - Liquid Cooled	Technical, Chapter 1 Rule 9 h)
Engine - Measuring	Technical, Chapter 6
Engine - Number of	Technical, Chapter 1 Rule 9 and 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	Competition, Chapter 5 Rule 5
Events – National Series	Competition, Chapter 5 Rule 3
Events – State Championships	Competition, Chapter 5 Rule 4
Events – State Series, State Cup, State Trophy and Zonal Championship	Competition, Chapter 5 Rule 6

F	Rule Number
Fees	General, Chapter 2
First Aid / Ambulance	General, Chapter 6
Flag Signals / Lights	Competition, Chapter 2
Fluids - Cleaning Fluid In Paddock	General, Chapter 4 Rule 15
Fuel	Technical, Chapter 3
Fuel - Additives	Technical, Chapter 3 Rule 5
Fuel - Approved	Technical, Chapter 3 Rule 2
Fuel - Containers	General, Chapter 4 Rule 11 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
G	
Rule Number	
Gridding - Rolling Start	Competition, Chapter 1 Rule 22 d)
Gridding - System of	Competition, Chapter 1 Rule 21
Gridding - One Lap 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)
H	
Rule Number	
Homologation	Technical, Chapter 2
I	
Rule Number	
Insurance	General, Chapter 3
Injured Driver Clearance	Competition, Chapter 1 Rule 8
K	
Rule Number	
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 1 c)
Kart - Batteries	Technical, Chapter 1 Rule 8 i) (ii)

Kart - Cameras on Karts	Technical, Chapter 1 Rule 8 i) (iv) and Class Refer to specific Class Rules
Kart - Ceramic Materials	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 and 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) (v)
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) (iv)
Kart - Steering	Technical, Chapter 1 Rule 8 h) (i)

L

Rule Number

Licences	Competition, Chapter 4
Licences - Age Divisions	Competition, Chapter 4 Rule 16
Licences - Certification A Grade	Competition, Chapter 4 Rule 18
Licences - Certification B Grade	Competition, Chapter 4 Rule 18
Licences - Certification C Grade	Competition, Chapter 4 Rule 18
Licences - Certification D Grade	Competition, Chapter 4 Rule 18
Licences - Types	Competition, Chapter 4 Rule 16 – Rule 27
Licences - Grading and Upgrading	Competition, Chapter 4 Rule 15
Licences - Expiry of Licences	Competition, Chapter 4 Rule 12
Licences - Withdrawal of	Competition, Chapter 4 Rule 11
Licences – Production of	Competition, Chapter 4 Rule 13
Licences – Refusal of	Competition, Chapter 4 Rule 8
Licences – Responsibility of Competitor, Driver, Other	General, Chapter 1 Rule 5

N	Rule Number
Noise	Technical, Chapter 5
Noise - Control	Technical, Chapter 5
Noise - Induction Silencer Adaptor	Technical, Chapter 1 Rule 9 l) (viii)
Noise - Induction Silencer	Technical, Chapter 1 Rule 9 m)
Noise - Measuring	Technical, Chapter 5 Rule 3
Noise - Offences and 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 j)
O	
Rule Number	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, Abuse and Threats	General, Chapter 8 Rule 5 m)
Offences - Error by Judge of Fact	General, Chapter 7 Rule 19 g)
Offences - Passing Under Yellow Flag	Competition, Chapter 2 Rule 2 e)
Offences - Remove Impounded Kart	General, Chapter 4 Rule 12 and Technical, Chapter 6 Rule 3
Offences - Remove Seal / Mark	Technical, Chapter 6 Rule 5
Offences - Smoking / Welding	General, Chapter 4 Rule 14
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 20
Officials - Judge of Fact - No Protest	General, Chapter 12 Rule 3
Officials - Safety of	General, Chapter 4 Rule 12

P	Rule Number
Penalties	General Chapter 9
Penalties - Disqualification From Event	General, Chapter 9 Rule 6
Penalties - Disqualification from Meeting	General, Chapter 9 Rule 6
Penalties - Disqualification From section of the Event	General, Chapter 9 Rule 6
Penalties - Disqualification or Suspension	General, Chapter 9 Rule 6
Penalties - Maximum - By Tribunal	General, Chapter 9, Rule 14
Penalties - Maximum - Stewards	General, Chapter 9 Rule 6
Penalties - Certification 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 34
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 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
R	Rule Number
Racing - Code of Driving Conduct	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 and 23
Racing - Outside assistance - Before Race Starts - Push	Competition, Chapter 1 Rule 21 and 23
Racing - Outside assistance - Before Start - Junior/ Cadet	Competition, Chapter 1 Rule 21 and 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 Neutralisation	Competition, Chapter 1 Rule 24
Racing - Rejoining Track	Competition, Chapter 3
Racing - Shorten / Lengthen a Race	Competition, Chapter 1 Rule 4
Racing - Stoppage	Competition, Chapter 1 Rule 25
Racing - Restart	Competition, Chapter 1 Rule 26
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 28
Racing - Winner of Draw	Competition, Chapter 1 Rule 29
Racing - Withdrawal from Event	General, Chapter 1 Rule 22
Rules - Acquaintance with	General, Chapter 1 Rules 5 and 6
Rules - Spirit and Intent	General, Chapter 1 Rule 3

S

Rule Number

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 and Technical, Chapter 6
Start - Procedure	Competition, Chapter 1 Rule 22
Starting - Assistance Before Start - Junior	Competition, Chapter 1 Rule 23
Starting - Reaching Balk 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 - 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
Stewards - Hearing	General, Chapter 11
Stewards - Hearing - Procedures	General, Chapter 11 Rule 2
Stewards - Junior Facing Stewards	General, Chapter 11 Rule 1 f)

Stewards - Power of	General, Chapter 7 Rule 11
Stewards - Circuit Maintenance	General, Chapter 4 Rule 4

T

Rule Number

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 10
Track - Track Standard / Length	General, Chapter 4
Track - Inspection - State / Biennial	General, Chapter 4 Rule 3
Track - Licence	General, Chapter 4 Rule 1
Track - Lines - Formation Line	General, Chapter 4 Rule 6
Track - Lines - Baulk Line	General, Chapter 4 Rule 5
Track - Lines - Start / Finish Line	General, Chapter 4 Rule 8 and 9
Track - Log Book	General, Chapter 4 Rule 4 c)
Track - CIK Starting Grid	General, Chapter 4 Rule 7
Track - Parc Ferme / Paddock	General, Chapter 4 Rule 11
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 16
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 1
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)

W**Rule Number**

Weight - Ballast	Technical, Chapter 1 Rule 5
Weight – Minimum	Technical, Chapter 1 Rule 5 and 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 24
Weight - Scales	General, Chapter 7 Rule 24 and Technical, Chapter 1 Rule 5

New Tony Kart RACER 401 T



2026 PRODUCT RANGE



RACER 401 T



ROOKIE MY'25



TDX MY'25



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KART ENGINES

A NEW ERA IN LOW COST

CLUB RACING



TC210CEK

CLUBMAXX 210

The Torini TC210CEK Complete Engine Kit comes out of the box with four Torini engine seals approved to race in Karting Australia's, 4SS class and 4SE Club day racing.

COMPLETE KIT INCLUDES

- Clubmaxx Complete Sealed Engine
- Clutch & Guard
- Exhaust & Exhaust Wrap
- Mounting Plate
- Run In Oil & Racing Oil

CLUBMAXX

TX250CEK

SUPERMAXX 250 >

The Supermaxx is a higher performance electric start 4 stroke kart engine suitable for both single and twin engine karts. With ball bearing NC billet engine side cover, Torini designed cam, billet conrod, piston and head, its performance is outstanding.

COMPLETE KIT INCLUDES

- Supermaxx Complete Sealed Engine
- Clutch & Guard
- Exhaust & Exhaust Wrap
- Mounting Plate
- Run In Oil & Racing Oil
- Battery Tray

SUPERMAXX



DESIGNED & BUILT IN
AUSTRALIA

Torini engines are hand built in our production facility in Brisbane using local and imported high quality forged and billet components.



All engine components are quality checked before use in production with any component not meeting standard being returned to the supplier. Every Torini engine is test run and adjusted to ensure the best quality performance to the consumer before going to the warehouse for packaging.

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