



**2025 SP Tools Australian Kart Championship
Sporting Regulations V3**

CHAMPIONSHIP CLASSES & DIVISIONS

KZ2

KA2

KA3 Senior (Championship Weight)

KA3 Junior (Championship Weight)

TAG 125 (Championship Weight)

X30 (Light Weight)

CADET 12

CADET 9



#RacingStartsHere



1 - Preamble & Jurisdiction

- a) The Australian Karting Association Ltd trading as Karting Australia (“KA”) will organise the 2025 **SP Tools Australian Kart Championship** (the “**Championship**”) for Drivers in: KZ2, KA2, KA3 Senior (Championship Weight) KA3 Junior (Championship Weight) TaG 125 (Championship Weight), X30 (Light Weight), Cadet 12 and Cadet 9.
- b) This Championship has been sanctioned by KA as a National Championship.
- c) These regulations are specific to the Championship (the “**Championship Regulations**”) and are formulated for the Classes and Divisions to Compete within a National Championship under rules appropriate for top level Championship competition.
- d) Unless otherwise specified, the definitions in the National Competition Rules will apply to these Championship Regulations.
- e) KA may modify the Championship Regulations, from time to time.
- f) The Championship Regulations apply solely to the specified Classes at Rounds of the Championship.
- g) The Championship is conducted so as to meet the following objectives:
 - i) To be the pre-eminent karting competition conducted in Australia.
 - ii) To provide a National Championship that gives Competitors experience of high-quality competition.
 - iii) To promote karting as a sport to be enjoyed as a participant, official and as a spectator.
 - iv) To create a karting sporting platform that is attractive to Competitors and sponsors and that enhances the aims and objectives of Karting Australia to grow and develop the sport of karting.
 - v) The conduct of the Championship Events within each Meeting should be the benchmark for quality in karting administration, promotion and operation of race meetings. In achieving this it is intended to improve the experience, attitude and standard of karting officials and officiating on a national basis.

2 - Events

- a) The Championship will be contested over five Rounds of Competition (the “**Rounds**”).
- b) Rounds will be conducted in Australian States as determined by KA.
- c) In 2025, Rounds of the Championship will be conducted in: South Australia, New South Wales Queensland and Victoria.
- d) The date, venue and Host Club for each Round will be:

	Round	Dates	Host Club	Venue
i)	Round 1	March 28-30	Go-Kart Club of Victoria	Melbourne, VIC
ii)	Round 2	May 2-4	Go-Kart Club of SA	Murray Bridge, SA
iii)	Round 3	June 13-15	Newcastle Kart Racing Club	Newcastle, NSW
iv)	Round 4	July 25-27	Ipswich Kart Club	Ipswich, QLD
v)	Round 5	September 5-7	Coffs Harbour Kart Racing Club	Coffs Harbour, NSW

IMPORTANT NOTE

KA reserves the right to vary the date, time and venue for any Round at its sole discretion.

- e) The classification of an Australian Champion Driver will be established through the results obtained by a Driver in all Rounds of the Championship.
- f) The classification of the KA Manufacturers Championship (**Manufacturers Championship**) will be established through the results of the Drivers of each Manufacturer that is registered for the KA Manufacturers Championship in all Rounds of the Championship.
- g) The classification of the KA Teams Championship (**Teams Championship**) will be established through the results of the Drivers from the registered teams in all Rounds of the Championship.
- h) The classification of the Ladies Trophy (**Ladies Trophy**) will be established through the results of the female Drivers from all Rounds of the Championship.
- i) Entry to each Round will be open to authorised Drivers holding the appropriate International or National Licence.



3 - Organisation & Administration

- a) The Championship will be conducted under the International Sporting Code of the FIA, the National Competition Rules of KA, these Championship Sporting Regulations and such Supplementary Regulations, Further Regulations, Addendum's and Bulletins (the "Rules") as may be issued by, or in conjunction with, the Organising Committee of each Round.
- b) KA reserves the right to issue Supplementary Regulations and/or instructions to Competitors, Participants and/or Drivers and these shall be of the same effect as these Regulations.
- c) All the concerned parties, Officials, promoters, Competitors, Participants and Drivers may only participate in the Championship on the condition that they respect all texts and documents, which govern it.
- d) The Championship will be promoted by KA.
- e) The following personnel have been appointed to the Championship by KA and have the authority to administer the various aspects of the Championship in accordance with the Rules.
 - i) **KA CEO:** Kelvin O'Reilly
 - ii) **Championship Manager:** Lee Hanatschek
 - iii) **Championship Operations:** Darren Kent
 - iv) **Off Track Manager:** Tiff Kemp
 - v) **Championship Chief Stewards:** John Wishart, Mark Horsley, Phil Lane
 - vi) **Championship Race Director:** Karen Arnett, Robert Motbey
 - vii) **Championship Chief Scrutineer:** Shaune English
 - viii) **Championship Stewards Secretaries:** Annette English, Pam Arnett
 - ix) **KA Safety and Risk Manager:** Tony Manson
 - x) **Video and IT Manager:** Adam Kennett
 - xi) **Paddock Manager:** Sam Houston
- f) The Championship personnel listed above may be added to or replaced in the Supplementary Regulations for a Meeting by KA.

4 - Commercial Exclusivity

- a) The right to associate the name of any company, sponsoring entity, organiser or brand with the Championship for all Classes is exclusively reserved for KA.

5 - Additional Classes

- a) KA is the promoter of the Championship and of each Round of the Championship and shall at its absolute discretion determine any and all additional Classes and Divisions to compete (if any) on the Event program at any Round.

6 - Championship Registration

- a) Competitors
 - i) All Competitors will be considered to have registered for the Championship upon entering the first Round in which they intend to Compete.
- b) Manufacturers
 - i) Entry in the Manufacturers Championship will be by registration with KA.
 - ii) Only the manufacturer or Australian importer of a Chassis entered for competition in any of the Classes will be eligible to register for the Manufacturers Championship.
- c) Teams
 - i) Entry in the Teams Championship will be by registration with KA.

7 - Fees

- a) Drivers
 - i) There is no fee to register for the Driver's Championship.
 - ii) Competitor's must pay an entry fee for each Round of the Championship. No portion of the Entry Fee will be refunded after the Close of Entries for the respective Round unless a Class is cancelled



- iii) Competitor's may pay the entry fee for all Rounds of the Championship when entering Round One. No portion of the full Championship fee will be refunded after the Close of Entries for Round One unless a Class is cancelled.
- b) Manufacturer's Championship
 - i) The entry fee for the Manufacturers Championship will be available from the Championship Manager along with a package of benefits and entitlements as a Competitor in the Manufacturers Championship.
- c) Teams' Championship
 - i) The entry fee for the Teams' Championship will be available from the Championship Manager along with a package of benefits and entitlements as a Competitor in the Teams Championship.

8 - Competition Numbers

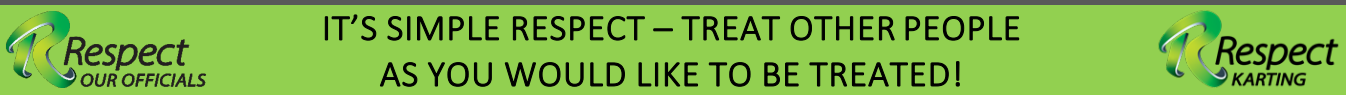
- a) Should a Competitor pay the full Championship entry fee prior to entries closing for Round One, the Competitor shall maintain their competition number for the full Championship. In the event that more than one Competitor nominates the same competition number, KA will allocate the competition number to the Competitor who finalised their entry on KOMP at the earliest time.
- b) For Competitors who enter on a Round by Round basis, Competition Numbers will be issued via the requests on the KOMP. In the event that more than one Competitor nominates the same competition number, the Championship Manager will allocate the competition number to the Competitor who submitted their request at the earliest time.
- c) Numbers 1, 2 and 3 are reserved for allocation by KA.

9 - Licences and Event Requirements

- a) The Championship Events are restricted to Drivers holding the appropriate licence for that Class.
- b) Unless otherwise approved by KA, Drivers are required to have competed in a minimum of ten (10) Karting Australia (or equivalent FIA affiliated organisation such as Kartsport NZ) Sanctioned Events at a Club, State or National Level prior to entering a Championship Event.
- c) Your attention is drawn to General Rules Chapter 4 Rule 15a), that a Driver holding a licence issued by a foreign ASN who wishes to Compete in a National Meeting must be invited by KA to compete in the Meeting.
- d) Eligible Licences are:

CLASS	INTERNATIONAL LICENCE REQUIREMENT	KA LICENCE REQUIREMENT	KARTSPORT NZ LICENCE REQUIREMENT
KZ2	International E	KA Senior A grade	KartSport NZ Tier 1
KA2	International G	KA Junior A or B grade	KartSport NZ Tier 1
TaG 125, X30	International E or F	KA Senior A or B grade	KartSport NZ Tier 1
KA3 Senior	International E or F	KA Senior A, B or C grade	KartSport NZ Tier 1 and 2
KA3 Junior	International G	KA Junior A, B or C grade	KartSport NZ Tier 1 and 2
Cadet 12		KA Cadet 12 B or C grade	KartSport NZ Tier 1 and 2
Cadet 9		KA Cadet 9 C grade	KartSport NZ Tier 1 and 2

- e) Drivers holding a National Licence issued by an ASN not listed above are required to provide KA with proof of their current licence and a starting permission issued by their ASN to gain an invitation and permission to compete in a Championship Event.
- f) A current Participants Licence or current Senior Drivers Licence (for a Driver who is over 18 years of age) must be held by the parents and/or legal guardian of each Driver under the age of 18 years who enters to Compete in a Round of the Championship. The Participants Licence is available through Karting Australia's KOMP.
- g) A Mechanic and Pit Crew Licence will be required by each mechanic, pit crew member, parent and guardian who does not hold a Participants, Drivers or Pit Crew Licence and who requires access to the Track, the In Grid, Out Grid, technical and scrutineering areas and Parc Fermé areas at a Round.
- h) The 2024 Champions in the KA3 Junior and KA3 Senior Classes are ineligible to compete in the same Class in which they won the 2024 Championship during the 2025 Championship.



10 - Entries & Minimum Entries

- a) All Entries will be required to be submitted through the KOMP.
- b) Unless otherwise prescribed in Supplementary Regulations or Regulation 10 k) the closing date for entries for each Round are as follows:

	Round Date	Location	Entry Closing Date
Round 1	March 28-30	Port Melbourne, VIC	March 7
Round 2	May 2-4	Murray Bridge, SA	April 11
Round 3	June 13-15	Newcastle, NSW	May 23
Round 4	July 25-27	Ipswich, QLD	July 4
Round 5	September 5-7	Coffs Harbour, NSW	August 15

- c) The Entry fees payable will be:
- (i) Full Championship: \$2,005.00 per Entry per Class.
 - (ii) Per Round: \$445.00 per Entry per Class.
- d) Once the entries are closed for a Round, Drivers are not permitted to change Classes except as a result of an error by the Organiser or as approved in writing by the KA.
- e) A maximum of two (2) Classes will be permitted to be contested as an over-subscribed Class to a maximum of 150% of the track capacity of a Round. These Classes will be determined by KA. No other Classes will exceed the maximum of track capacity specified on the Circuit Licence.
- f) If Championship entries in any Class exceed the class capacity set by KA, KA may require Drivers to submit their racing experience credentials for independent assessment. This assessment will determine the Drivers eligible to compete in the full Championship. KA's decision on eligibility is final.
- g) A Driver who competed in all rounds of the 2024 Australian Kart Championship or all rounds of the 2024 Summer Series will be granted priority access to a Full Championship Entry for the Championship for a period of **one (1) week** from the date of opening for full Championship Entries.
- h) All entries for the Full Championship will be conditional until accepted in writing from KA through the publication of an Official Entry List.
- i) A Driver may only enter in one Class for a Round of the Championship.
- j) In accordance with General Rules, Chapter 6, Rule 5, an entry is a contract between the Driver and the Organiser of the Event that binds the Driver to take part in the Meeting, except in case of duly established force majeure.
- (i) If a Driver enters for the full Championship but does not in the opinion of KA, use their best endeavours to participate in a Round:
 - 1. They will forfeit the entry fee for that Round; and
 - 2. They must pay the difference between a full Championship entry fee and a single Round entry fee for each remaining Round of the Championship.
- k) At the absolute discretion of Karting Australia, should extraordinary circumstances arise that are created by or because of the COVID-19 Pandemic or similar, an entry may be accepted after the close of entries for a Round provided that the Class is not fully subscribed at the time of the ordinary close of entries.
- l) If less than ten (10) genuine entries are received to constitute a Class by the date listed for the close of entries then the Class may not be contested.
- m) Any Driver whose entry is not accepted for any Class shall be notified as soon as possible and the entry fee will be refunded.



11 - Participation and Practice Outside of AKC Meetings

- a) Unless otherwise approved by KA or as permitted under section 11 e) or f), a Driver with a license other than one issued by Karting Australia (NSW), may not participate in any social karting activity or practice at a Host Circuit outside their home state prior to the date for the respective Host Circuit in 11 g).
- b) **The holder of a license issued by Karting Australia (NSW), who do not have the Newcastle Kart Racing Club or the Coffs Harbour Kart Racing Club as their Home Club in KOMP, must nominate through the link (<https://kartingaustralia.wufoo.com/forms/kansw-licence-holder-host-circuit-nomination/>) which Club will be considered their Host Circuit for the purposes of AKC and may not participate in an social karting activity or practice at the non-Home or nominated Club or a Host Circuit in another state prior to the date for the respective Host Circuit in 11 g).**
- c) Unless otherwise approved by KA or as permitted under section 11 e) or f), a Driver may not participate in any Social Karting Activity or practice at a Host Circuit outside their home state prior to the date for the respective Host Circuit in 11 g).
- d) Unless otherwise approved by KA, a Driver may only compete at a Host Circuit that is not affiliated with the same State Association in which their Licence is issued.

Round	Circuit	Track Closed for Interstate/Non-Home Club Competitors
1	Port Melbourne (VIC)	January 1, 2025 – April 4
2	Monarto (SA)	February 24 – May 9
3	Newcastle (NSW)	March 31 – June 20
4	Ipswich (QLD)	May 12 – August 1
5	Coffs Harbour (NSW)	June 23 – September 12

- e) If the Driver resides within 150km radius of a Host Circuit when the Circuit is located on or close to a State border. Should this be the case, the Driver will be required to advise the Championship Manager of the State in which they will practice. The nominated State cannot be altered until after September 13, 2025.
- f) If the Driver can provide substantial evidence to support the requirement to practice at a Host Circuit that is not affiliated with the same State Association in which their Licence is issued, or a there is not a Host Circuit affiliated with the same State Association, a practice permission for a specific Host Circuit may be issued by KA. Should such permission be issued, the nominated State or Host Circuit cannot be altered until September 13, 2025. This permission can be applied for here <https://kartingaustralia.wufoo.com/forms/request-for-akc-practice-permission-2025>.
- g) Sections a) to c) of this Article apply at all times from the date a Host Circuit is announced by KA as hosting, or provisionally hosting, until the dates listed below:

Round	Circuit	Practice/Testing Limitations for Interstate/Non-Home Club Members applies until 12:01am
1	Port Melbourne (VIC)	April 5
2	Monarto (SA)	May 10
3	Newcastle (NSW)	June 21
4	Ipswich (QLD)	August 2
5	Coffs Harbour (NSW)	September 13

- h) Unless otherwise specified in these Sporting Regulations and/or Supplementary Regulations, the Track shall be closed to all Drivers and their equipment prior to the subsequent Round as follows:

Round	Circuit	Track Closed for Local/Home Club Members From 12:01am
1	Port Melbourne (VIC)	March 10
2	Monarto (SA)	April 14
3	Newcastle (NSW)	May 26
4	Ipswich (QLD)	July 7
5	Coffs Harbour (NSW)	August 18

- i) The only exception to the dates specified in this Article will be as authorised by KA at their sole discretion.



- j) Unless otherwise authorised by KA at their sole discretion or as specified in the Supplementary Regulations for a Meeting, the Track will be closed to Karts after the last session on each day of the Event and will remain closed until opened for official on-track activity the following day.
- k) The CEO may refer an alleged breach of this Article to a Tribunal, the National Judicial Commissioner or the National Stewards Panel, in accordance with the Rules.
- l) The Recommended Maximum Penalty for a Driver acting in contravention of Article 11 of these Regulations will be disqualification of the Licence Holder/s from the 2025 and 2026 Championships and a fine of \$3000.00.

12 - Administrative Checking & Scrutineering

- a) Administrative checking and scrutineering will take place at the time and venue as nominated in the Supplementary Regulations.
- b) It is the responsibility of the Competitor to ensure that all information on the official entry list is correct. Any inaccuracies and discrepancies are required to be notified to the Chief Timekeeper no less than 60 minutes prior to the start of Practice for their respective Class at a Meeting.
- c) Should a Competitor not advise of any inaccuracies and discrepancies, including transponder numbers, prior to the start of Practice, they will be ineligible to compete in the second Practice Session of the Meeting.
- d) Engine seals, Chassis seals and access wrist bands will be issued at a time allocated in the Event Timetable and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying and remain in place in accordance with the Rules.
- e) Competition numbers and sponsors stickers are required to be in place from the commencement of Practice. The placement of official sponsor's stickers on the bodywork of competing Karts is compulsory when so advised.
- f) It is the Competitor's responsibility to have a suitably licenced mechanic, or representative, available at the time requested by the Chief Scrutineer and/or the Technical Delegate for the dismantling of engine(s) to enable technical inspections and verifications to occur.

13 - Drivers Briefing

- a) A Drivers briefing notes may be distributed electronically prior to or during the Round.
- b) Should a gathering of Drivers be required for a briefing it will take place at a location and time advised in Supplementary Regulation or electronically to all Drivers.
- c) Should there be a gathering advised it is compulsory for the Driver, and if the Driver is under 18 years of age, for the Participant Licence holder who entered the Driver in the Event to attend all Drivers' briefings.
- d) A Driver will be required to register their attendance at a Driver's Briefing by scanning the Drivers Briefing QR Code.
- e) Drivers, and if required by these Regulations the Participant Licence holder of a Driver, who fail to attend a Driver's briefing or register their attendance will be referred to the Stewards for possible disciplinary action.

14 - Parc Fermé

- a) The area of Parc Fermé includes, but is not limited to, the In Grid, the weigh scales area, the technical inspection area, the Track and such other areas nominated in the Supplementary Regulations or notified by Addendum or Bulletin.
- b) Only persons with correct accreditation may enter Parc Fermé, and then only with the prior approval of the Chief Scrutineer or their representative. Controls are in place as to the nature of equipment and materials that may be brought into Parc Fermé. These controls are communicated by the Rules, the Event regulations and will be interpreted and enforced by the responsible Parc Fermé officials.

15 - In Grid and Out Grid

- a) Entry to the In Grid and Out Grid will be restricted to one (1) pit crew per Driver for each Class.
- b) A pit crew entering the In Grid or Out Grid areas must have their KA issued wrist band on display on their wrist at all times from the start of Qualifying and the ability to show their current Licence upon request.
- c) Entry to the Out Grid areas shall only be granted immediately prior to the start of a session the Driver is eligible to participate in.



- d) Unless otherwise permitted by an Official, entry to the Out Grid will be closed two (2) minutes before the Out Grid Gate opens.
- e) Unless otherwise permitted by an Official, entry to the In Grid areas shall only be granted at the end of a session the Driver is eligible to participate in.
- f) For all Classes other than KZ2 and KA2:
 - i) All pit crew must move away from the Kart one (1) minute before the Out Grid gate opens.
 - ii) Any Kart not properly in its grid position on the Out Grid when the one (1) minute signal is given will be relegated to the Rear of the Field. Should there be more than one Kart not properly in the correct grid position, they will be relegated to the at the Rear of the entire field in accordance with their original grid order. The original grid position will remain vacant.
 - iii) All Karts must be able to start by their own means.
- g) For KZ2 and KA2 Classes:
 - i) One (1) pit crew member must remain with the Kart to push start the Kart when directed to do so.
 - ii) No other adjustments to the Kart are permitted after the one (1) minute signal.
 - iii) Any Kart not properly in its grid position on the Out Grid when the one (1) minute signal is given will be relegated to the Rear of the Field. Should there be more than one Kart not properly in the correct grid position, they will be relegated to the at the Rear of the entire field in accordance with their original grid order. The original grid position will remain vacant.

16 - Chassis & Equipment

- a) **Chassis**
 - i) A Chassis must be either:
 1. Currently or previously homologated by the CIK-FIA and meet the Regulations outlined in the current CIK-FIA Karting Technical Regulations; or
 2. Approved for use in the Australian Kart Championship by Karting Australia and meet the requirements outlined in the CIK-FIA Karting Technical Regulation and/or as outlined in the approval.
 - ii) A CIK-FIA Homologated Chassis or a Karting Australia Approved Chassis must be or have previously been equally available for retail purchase in Australia.
 - iii) It is the responsibility of the Competitor to have a copy of the homologation or approval document in their possession at a Meeting.
 - iv) Competitors in the KZ2 Class may register two (2) Chassis at each Round. All other Classes are in accordance with the Rules.
 - v) Changes to the Kart may be made up to one (1) minute before the Out Grid gate is opened. This work is not to be completed in the middle lane of the Grid Area, this area is to be kept clear to allow all Competitor access to their allocated Grid place.
 - vi) The following conditions apply to the use of these Chassis in the KZ2 Class.
 1. Only one (1) Kart may be taken into the grid area.
 2. The second Kart may not enter this area.
 3. Competitors must make the decision on which Kart to use before entering the Out Grid area.



b) **Rear axle**

- i) The rear axle must be available for retail purchase in Australia.
- ii) The rear axle must meet the following criteria at all points (except the keyways):

Maximum outside diameter (mm)	Minimum wall thickness (mm)	Maximum outside diameter (mm)	Minimum wall thickness (mm)
50.0	1.9	38.0	3.2
49.0	2.0	37.0	3.4
48.0	2.0	36.0	3.6
47.0	2.1	35.0	3.8
46.0	2.2	34.0	4.0
45.0	2.3	33.0	4.2
44.0	2.4	32.0	4.4
43.0	2.5	31.0	4.7
42.0	2.6	30.0	4.9
41.0	2.8	29.0	5.2
40.0	2.9	>28.0	full
39.0	3.1		

c) **General Equipment**

- i) Competitors must present themselves and their equipment in a clean, well-maintained and professional manner at all times.

d) **KA3 Rotors**

- i) KA3 Junior Drivers must ensure that their engine is fitted with a type 'R' rotor as supplied by Remo Racing.

17 - Changing of Equipment

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

18 - Fitting of Technical Equipment

- a) KA may require the fitment of technical equipment for the purpose of data logging to ensure the technical conformity of certain equipment with the Rules or other purposes as solely determined by KA.

19 - Timing

- a) It is the Driver's responsibility to fit and maintain their timing transponder in accordance with the Rules.
 - i) It is compulsory for all Competitors to affix a MYLAPS compatible transponder to their Kart in a working condition from the start of the first practice session at all Meetings. Failure to do so during a practice session will result in a mechanical black flag being issued and the Competitor will be required to return to the mechanical breakdown lane, where a breakdown lane is in use, or pit area to have the issue rectified.
 - ii) Transponder Fitting Instructions and requirements are in accordance with the Rules for all Classes.

20 - Fuel and Lubricants

- a) The fuel permitted to be used must be in accordance with the Rules and will be listed in the Supplementary Regulations for each Round.
- b) It is an offence to have any fuel that could be used in a Kart other than KA Permitted Fuel, at a Meeting save for fuel for a generator and transport vehicle.
- c) The only fuel permitted for use in the KZ2 Class at a Meeting is Panta KART 102.



21 - Tyres

- a) All Tyres will be barcoded.
- b) Only the Tyres listed in the Rules and distributed by the KA approved tyre distributor are permitted to be used at a Round.
- c) For all Classes, a maximum of two (2) sets of dry tyres and a maximum of two (2) sets of wet tyres are permitted to be used during practice.

22 - Tyre Pooling

- a) Tyre pooling and impounding may be employed and will be advised in Supplementary Regulations for each Round.
- b) Failure to collect Tyres within the published time period will result in the deletion of the driver's fastest lap from their qualifying session.

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

- a) It is compulsory for all Drivers to fit a camera to their Kart in a working condition from the start of the first practice session at each Meeting. Failure to do so will result in Disqualification of the Driver from the next practice session. In the event of it being the final practice session, the Driver will start from the rear of the grid in qualifying.
- b) A separate SD Card must be used for each Kart at a Meeting.
- c) Prior to the commencement of on-track activity on each day of a Round, the Recording Medium used in the camera fitted to a Kart must be completely cleared and reformatted.
- d) No recorded vision on the Recording Medium may be deleted from the time that on-track activity has commenced on each day of a Meeting until 7:00am the next day, without the prior written permission of the Stewards.

24 - Mechanical Breakdown Lane

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

25 - Practice – Undersubscribed

- a) Each Class will have five (5) timed practice sessions at a Meeting.
- b) The scheduling and duration of these sessions will be confirmed in the Meeting timetable with the first Practice Session not to start prior to 8:00am local time on the Friday of a Meeting.
- c) For Round One, a random draw will determine the grid order of Karts for practice session 1 and 2. For all other Rounds, the Championship points will determine the grid order of karts for practice session 1 and 2.
- d) A combination of the times set in practice sessions 1 and 2 will determine the grid order of Karts for practice session 3 from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.
- e) The grid order of Karts for any subsequent sessions will be determined by the times set in the previous session from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.

26 - Practice – Oversubscribed

- a) A total of six (6) practice sessions will be contested. Each Driver will participate in four (4) practice sessions.
- b) For Round One, a random draw will determine the grid order of Karts with each Driver being allocated into Group 1, 2 or 3. For all other Rounds, the Championship points will determine the grid order of Karts for a Driver's first two (2) practice sessions with each Driver being allocated into Group 1, 2 or 3.
- c) A combination of the times set in the first three (3) practice sessions will determine the grid order of Karts for the final three (3) practice sessions. *The Driver's allocated group (1, 2 or 3) will not change between practice sessions.*



27 - Qualifying – Undersubscribed

- a) Each Class will have one (1) qualifying session at a Meeting.
- b) The duration of the Qualifying session will be a six (6) Minutes in duration.
- c) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- d) The fastest lap times set in the final two (2) practice sessions will determine the grid order of Karts for qualifying from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.

28 - Qualifying – Oversubscribed

- a) Each Class will be split into two (2) qualifying groups. These groups will be determined by the fastest lap times set in the practice sessions.
- b) 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.
- c) Each Class will have two (2) Qualifying sessions at a Meeting.
- d) The duration of each Qualifying session will be a six (6) Minutes in duration.
- e) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- f) The lap times set in the final three (3) timed practice sessions will determine the grid order of Karts for qualifying from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.

29 - Race Grid Procedure - Undersubscribed

- a) To be advised.

30 - Race Grid Procedure – Oversubscribed (Maximum 150% of Track Capacity)

- a) To be advised.

31 - Point Score to Determine the Grid for Heat Races and the Final

- a) To be advised.

32 - Heat Races

- a) To be advised.

33 – Final

- a) To be advised.

34 - KZ2 Final – Pre-Race Activity

- a) Cadet 9 and Cadet 12 Drivers
 - i) The winners and runners-up of the Cadet 9 and Cadet 12 Classes will be required for the KZ2 Final pre-race ceremony.
 - ii) These Drivers are to present themselves, wearing their racing suit (helmet not required) to the Officials at the Karting Australia Truck or a designated location as advised by KA at the start of the KA2 Final.
- b) KZ2 Ceremony Procedures
 - i) KZ2 Drivers with their kart and pit crew will be required to be in their designated grid position on the out grid in accordance with the Meeting Timetable.
 - ii) One (1) pit crew member per Kart will be required to be present at the out grid for the sole purpose of starting the Kart so that it can be driven to the starting grid in preparation for the pre-race ceremonies.
 - iii) The Cadet Drivers will be escorted to the front of the starting grid.
 - iv) Following the signal from the Grid Marshall, all Drivers will be required to exit the out grid and drive without delay at a slow (less than 30% of full speed) pace to the starting Grid on the main straight, where they will assume their allocated Grid position for the race.
 - 1. Weaving to warm up tyres is NOT PERMITTED on this lap.



2. Any Kart that remains in the out grid or in the breakdown lane after the peloton of Karts has come to a stop on the Starting Grid on the main straight for the pre-race ceremony will be required to stay in that position under the control of the Grid Marshall.
 - a) They will be permitted to start the rolling lap from the rear of the field after the last Kart has passed them.
 - v) Pit crew who will be required to start the Kart for the race will be permitted to enter the Track upon instruction from the Grid Marshall.
 1. When instructed to enter the Track, the pit crew who are permitted to enter the Track must walk briskly and directly to their Driver's starting Grid position on the main straight
 2. Each pit crew member must be wearing either a Team shirt or a Manufacturer's shirt. They will NOT BE REQUIRED to wear a high visibility vest.
 3. **No tools of any sort (including tyre gauges)** are permitted to be taken on to the Track by any person.
 4. Each pit crew member will take up their position at the Grid position allocated to their Driver.
 - vi) After stopping their Kart in their allocated grid position, the Drivers occupying the top five (5) positions on the starting grid will be required to remove their helmet and make their way to the front of the grid where they will line up in single file across the head of the Grid (holding their helmet).
 1. The announcer will introduce each Driver to the crowd.
 2. Each Driver should acknowledge the introduction in an appropriate manner.
 - vii) At the completion of the ceremonies all Drivers must take their seat in their Kart in preparation for the race start procedures to commence.
- c) Race Start Procedures
- i) When the Starter is satisfied that the field of Karts is ready, they will instruct the **1 Minute Board** to be displayed to the Drivers and their Pit Crew from the head of the Grid.
 1. The Field is now under the control of the Starter.
 - ii) The Starter will wave a GREEN FLAG from the Starters platform as the instruction for the Drivers to start their engines.
 1. The pit crew will push start the kart (as normal) and the Drivers will depart the Grid on their Rolling Lap.
 2. Karts will be started in order from P1 and P2 to the final grid positions.
(Note – if a Kart in front of you has a problem starting, then you may drive around them.)
 3. Any Kart that is in the out grid or the breakdown lane will be permitted to join at the rear of the field as the peloton of Karts passes the out grid on the rolling lap or the formation lap.
 - iii) **From the time that the Karts are instructed to start, Championship Regulations Article 33 – ii) to iv) and Competition Rules Chapter 1 Rule 22 e) apply.**
 - iv) Pit crew members who are responsible for pushing a kart must exit the Track by moving to the nearest edge of the Track as soon as the kart starts:
 1. i.e. Kart in the left hand row of karts – pit crew exits to the left, Kart in the right hand row of karts – pit crew exits to the right.
 2. Pit crew personnel that have exited to the right, must wait until the Track is clear of Karts and it is safe to do so before crossing the Track.
 - v) All pit crew personnel (and other participants in the ceremonies) must exit the Track quickly and in a safe manner (via the out grid/in grid areas immediately after the Karts have been started and have departed on their rolling lap.
 1. The sole exception to this being any personnel designated by the Officials to assist with the race start in accordance with the Rules.

35 - Starts

- a) KZ2 Races will be started using a standing Start in accordance with the Rules save that:
 - i) At the conclusion of the formation lap, a Clerk of Course will be on the Starting Line, holding a raised red flag. Each Driver must stop in their allocated grid position.
 - ii) When all karts are in position and immobile on the starting grid, the Clerk of Course at the rear of the shall wave a green flag as they evacuate the Track.
 - iii) Upon the Clerk of Course at the rear of the grid waving the green flag and evacuating the Track, the Clerk of Course at the front will evacuate the track with the red flag raised. When the Clerk of Course displays



the red flag has evacuated the Track, the Drivers will be at the orders of the Starter.

- iv) The Starter will launch the automated 5-light sequence.
 - v) The start will be considered as given at the extinguishing of the red lights.
 - vi) Should the Starter abort the start, both the red and yellow lights will come on signalling that the start is aborted. Drivers will continue around the Track on another formation lap prior to stopping on the grid in their allocated position.
 - vii) In addition to the provisions of Competition Rules Chapter 1 Rule 22 e) Standing Starts, if a Competitor stalls on a second (2nd) occasion prior to the start, that Driver will be moved off the Track and be deemed a DNF.
- b) All other Races will be started using a Rolling Start in accordance with the Rules.

36 - Non-competition

- a) It is the spirit and intent of the competition that all Races should be contested to the fullest.
- b) Where a Driver is considered to have missed or retired from a race in an attempt to gain an advantage, they may be required to appear before the Stewards for the appropriate action and/or Penalty.
- c) Should a Driver have contested less than 75% of the race laps, they may be required to seek permission from the Chief Steward for permission to contest the Final.

37 - Round Results

- a) To be advised.

38 - Championship Points - Drivers

- a) The full Championship points structure will be advised in further regulations
- b) The final Championship Points shall be determined by using the total points scored from all Rounds of the Championship.
- c) Unless otherwise approved by KA, to be eligible for an overall Championship position, the Driver must have Competed or Officiated in a minimum of three (3) Club, Zonal or State Series/Trophy level Events sanctioned by KA in their State in which their Licence is issued after the completion of the 2024 Australian Kart Championship and prior to the completion of the 2025 Australian Kart Championship.
- d) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- e) Non-finishers will not be awarded Championship points.
- f) Any race which is stopped, and not restarted, and where less than 50% of the race distance has been completed by the leader shall be deemed a non-race in respect of Championship points and no points shall be awarded.
- g) Any race which is stopped, and where 50% or more of the race distance has been completed by the leader, shall be deemed to have finished and full Championship points shall be awarded.
- h) Championship points are allocated to individual Drivers and are not transferable between Drivers.
- i) In the event of a Meeting being abandoned for any reason, Championship points will be allocated for the sessions that had been completed in accordance with the Rules at the time in which the Meeting was abandoned.

39 - Championship Points - Manufacturers

- a) The point score for the Manufacturers Championship will be based on the total points accumulated by the four (4) highest point scoring Drivers for each registered Manufacturer from each Round.
- b) Should a Driver change Manufacturers, all points scored for their previous Manufacturer will remain allocated to the Manufacturer when the points were recorded. No points will be transferred between Manufacturers.



40 - Championship Points - Teams

- a) A Driver is only able to score points for one (1) Team in any Round.
- b) The point score for the Teams Championship will be based on the total points accumulated by the four (4) highest point scoring Drivers within a registered Team from each Round.
- c) The Teams Championship Drivers must be nominated in writing to the Championship Manager prior to the close of entries for the opening round of the Championship. There is no limit on the number of Teams Championship Drivers that a Team may nominate.
- d) All Drivers nominated for a Team must be located in adjacent Pit bays at each Round of the Championship (unless otherwise approved by the Paddock Manager or Championship Manager) and be easily identified as a part of their nominated Team.
- e) The final allocation of Team's nominated Drivers for each Round will be at the discretion of the Championship Manager.
- f) Should a Driver change Teams throughout the year the Team Principal may alter their nominated Drivers providing it is in writing to the Championship Manager prior to the close of entries for the next scheduled round.
- g) Should a Driver change Teams, all points scored for their previous Team will remain allocated to the Team the Driver was nominated for when the points were recorded. No points will be transferred.

41 - Ladies Trophy Points

- a) The point score for the Ladies Trophy will be based on the total points from the Driver's highest point scoring Class at all Rounds of the Championship.
- b) The final Ladies Trophy Points shall be determined by using the total points scored from all Rounds of the Championship less the Driver's lowest accumulated total points from a Round.

42 - Championship and Trophy Results When a Tie Exists

- a) Drivers
 - i) In the event of two (2) or more Drivers scoring equal points in a Class at the end of the Championship, the final Championship order will be determined by reference to each Driver's overall placing at the Championship Meetings used to determine the Driver's final point score.
 - ii) The Driver with the greater number of first places in the Final Races of the Class will assume the higher place in the final Championship order.
 - iii) If this fails to break the tie, then the Driver with the greater number of second places in the Final Races of the Class will assume the higher place in the Championship order, and so on until the tie is broken.
 - iv) If this fails to break the tie, then the final Championship order will be determined by reference to each Driver's placing in each Heat race of the Class contested the Championship Meetings used to determine the Driver's final point score.
- b) Manufacturers
 - i) In the event of two (2) or more Manufacturers scoring equal points at the end of the Championship, the final Championship order will be determined by reference to each Manufacturers overall placing at each Championship Meeting conducted.
 - ii) The Manufacturer with the greater number of first places in the Final Races will assume the higher place in the final Championship order.
 - iii) If this fails to break the tie, then the Manufacturer with the greater number of second places in the Final Races will assume the higher place in the Championship order, and so on until the tie is broken.
- c) Teams
 - i) In the event of two (2) or more Teams scoring equal points at the end of the Championship, the final Championship order will be determined by reference to each Teams overall placing at each Championship Meeting conducted.



- ii) The Team with the greater number of first places in the Final Races will assume the higher place in the final Championship order.
 - iii) If this fails to break the tie, then the Team with the greater number of second places in the Final Races will assume the higher place in the Championship order, and so on until the tie is broken.
- d) Ladies Trophy
- i) In the event of two (2) or more Drivers scoring equal points at the end of the Championship, the final Ladies Trophy order will be determined by reference to each Driver's overall placing at the Championship Meetings used to determine the Driver's final point score.
 - ii) The Driver with the greater number of first places in the Final Races will assume the higher place in the final Ladies Trophy order.
 - iii) If this fails to break the tie, then the Driver with the greater number of second places in the Final Races will assume the higher place in the Championship order, and so on until the tie is broken.
 - iv) If this fails to break the tie, then the final Championship order will be determined by reference to each Driver's placing in each race contested at the Championship Meetings used to determine the Driver's final point score.
 - v) The Driver with the greater number of first places will assume the higher place in the final Championship order.
 - vi) If this fails to break the tie, then the Driver with the greater number of second places will assume the higher place in the Championship order, and so on until the tie is broken.

43 - Engine Claiming – KA2, KA3 Senior, KA3 Junior, Cadet 12, Cadet 9

- a) Engine claiming rules will apply to the KA2, KA3 Senior, KA3 Junior, Cadet 12, Cadet 9 Classes in the AKC.
- b) Any Competitor wishing to claim the engine of a fellow Competitor in their Class (the "Claim") may do so, only in accordance with these Rules:

i) **Definitions**

Claim Application means a properly completed Engine Claim Form that initiates the Claim of an Engine from a Claimee.

Claim Fee means the price that is to be paid for the Engine that is intended to be Claimed, which will be the equivalent of the recommended retail price of a new engine of the same make and model (current at the date of the Meeting and advised to the Stewards Secretary by the Australian Distributor) plus \$1500.00.

Claimee means the Competitor who has finished in the top three (3) placegetters in the Final event of the Meeting in which the Claimee Competed, being the Driver or in the case of a minor, the Participant Licence Holder, and from whom the Engine is to be Claimed.

Claimor means the Competitor who has finished lower than third place in the Final event of the Meeting in which the Claimor Competed, being the Driver or in the case of a minor, the Participant Licence Holder, and who wishes to Claim an Engine.

Engine means the engine used by a Claimee in the Final event of the Meeting.

Offer means a binding written offer on the prescribed Engine Claim Form from the Claimor to purchase the Engine from the Claimee in accordance with these Regulations and that is capable of being accepted by the Claimee.

- ii) No later than 15 minutes after the Provision Classification of the Final Race in the Class at the Meeting has been determined, a Claimor may submit a completed Engine Claim Form to the Stewards Secretary to initiate the claiming of an Engine from the Claimee.
 - a. The time limit for the lodgement of a Claim Application cannot be extended under any circumstances.
- iii) The Claim Application must:
 - a. Be completed by the Claimor in their own handwriting and submitted to the Stewards Secretary in person.
 - b. The details of the Claimee and Claimor shown on the Claim Application must be clearly and accurately completed.
 - c. The Claim Fee must be provided in full with the Claim Application in Australian dollars – cash or credit card only.



- c) The Stewards Secretary will record the time that the Claim Application is received from the Claimor, receive the Claim Fee and provide a receipt for the Claim Fee to the Claimor.
- d) If more than one Competitor wishes to claim the same Engine, the person who was the first to lodge a valid Claim Application and the Claim Fee with the Stewards Secretary will be deemed to be the Claimor and will be informed of this by KA. The Claimor will be required to proceed with the process.
- e) The Engine of the Claimee must pass the post-race Technical inspections before the Claim process can be completed.
 - i) If the Engine is found to be illegal or damaged in the race, the Claimor will be given the option to proceed with or withdraw their Claim.
- f) Subject to clause (e) being met, transfer of the Engine from Claimee to Claimor must occur at the Meeting.
 - i) The Claimor must collect the Engine from the Chief Scrutineer;
 - ii) The Claimee must collect the Claimor's payment from the Stewards Secretary as soon as reasonably practicable and before leaving the Meeting.
- g) The Claimee or any entity related to the Claimee as determined by KA shall not be entitled to use the Engine in a Championship Meeting at any time in the next two (2) years from the date of the Claim (the "**Prohibited Use Period**").
 - i) If the Claimee or any entity related to the Claimee as determined by KA shall breach the Prohibited Use Period, they will be Disqualified from that Championship Meeting and will be precluded from entering the next two (2) Championship Meetings, even if those Meetings are in another Championship year.
- h) Unless force majeure provisions apply with respect to the Engine, the Claimor must use the Engine at the next Championship Meeting that they enter in a Class that uses the same Engine (in either restricted or unrestricted format), even if that Meeting is in another Championship year.
 - i) If the Claimor does not use the Engine in such Meeting they will lose all points from that Meeting; and
 - ii) Will be required to pay to the Claimee an additional \$1,000.00.
- i) If the Claimee refuses to sell the Engine to the Claimor in accordance with these Rules, the Driver that used the Engine in that Meeting will be disqualified from the Meeting and will forfeit all Championship points scored at that Meeting.
- j) If the Claimor refuses to cooperate or complete the claim process they will forfeit the amount of \$1000.00 which shall be payable to KA.
- k) No Competitor will be required to sell more than two (2) engines in accordance with these Engine Claim Regulations in any calendar year.



44 - General Safety and Paddock Area

- a) Fire Extinguishers
- i) Each Paddock space area must contain at least one (1) certified and fully functioning effective dry chemical fire extinguisher with a minimum capacity of 4.5kg kilograms in each Paddock space under the Team's control in accordance with the following requirements:

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

- ii) The Fire Extinguisher/s must be readily accessible in the working area at all times.
- b) Smoking
- i) The Paddock is designated as a public area at a Meeting. As such it is a **NO SMOKING** area.
- ii) Smoking in the Paddock is strictly prohibited.
- c) Paddock Allocation
- i) All Drivers will be allocated a maximum pit space of 18 sqm per kart in the main Paddock Area;
- ii) Additional space may be allocated to Teams entered in the Manufacturers or Teams Championship at the sole discretion of Championship Organisers;
- iii) The layout of the Paddock Area and the parking of trailers, trucks and vehicles in the Paddock Area will be at the sole discretion of Karting Australia;
- iv) No vehicle or trailer on the premises can measure more than 19m in overall length when connected. For the avoidance of doubt, this means that no B Double transporters will be permitted on the premises at any time during the event.
- v) Dedicated retail outlets are not permitted unless approved in writing by the Championship Organisers.
- d) Food Preparation
- i) Food preparation and/or cooking and/or food distribution of any kind, other than for those persons directly associated with your team and pitted within the same designated area of the paddock is specifically prohibited within the confines of the Course (i.e. the entire facility) unless specifically permitted in writing by an authorised representative of the Host Club and/or Karting Australia. For the sake of absolute clarity, **this means that all food service activities MUST BE CONFINED to your own Pit area and be solely for your own team members – catering for other people at the event is not permitted.**
- e) Engine Starting
- i) All From the commencement of the Meeting until 7pm on the Friday of the Meeting, Technical Rules, Chapter 5, Rule 7 e) (i) applies. The starting of Kart engines in the paddock is only permitted for a Maximum of ten (10) seconds.
- ii) The starting up, running in, warming up or testing of kart engines in the Paddock is strictly prohibited from 7pm on the Friday of the Meeting until the completion of the Meeting.
- iii) A Kart Engine may be started for a maximum of one period of two (2) seconds in a designated area by Officials, generally located immediately before, or after, entering the Out Grid in preparation for a session. Should the Kart Engine not start, it shall be pushed to the side to allow for repairs to be completed before being placed in the Driver's allocated Grid.
- iv) Unless otherwise approved by the Officials, Karts are not to be removed from the Circuit or Paddock between the commencement of Qualifying until the completion of the Driver's Sunday Final Race.



Update Log	
V2 – 22/11/24	Inclusion of Coffs Harbour has Host Venue for Round 5
V2 – 22/11/24	Article 11 – Addition of nomination of a Host Circuit by a KANSW Licence Holder
V3 – 6/12/24	Article 10 – Entry Fees

Deletions are black strike through, additions are red text.

IMPORTANT NOTE

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

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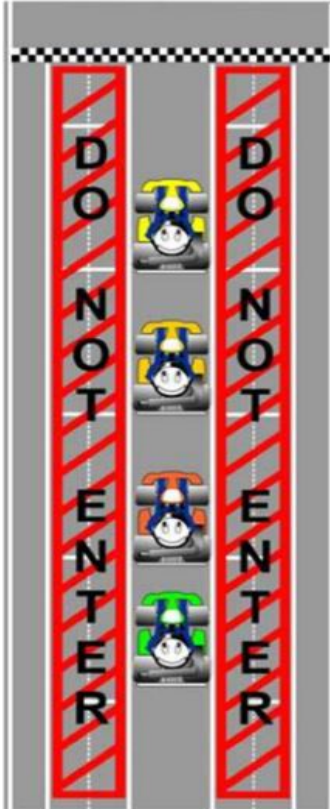
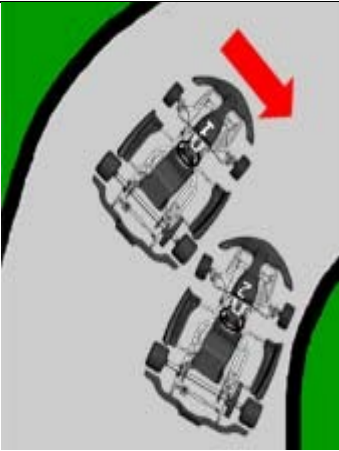


APPENDIX 1: CODE OF DRIVING CONDUCT – INCIDENTS & PENALTIES

- a) All Drivers are expected to know what they are permitted to do on the Track.
- b) It will be at the discretion of the Stewards to decide if any Driver involved in an incident should be penalised.
- c) Unless it is clear that a Driver or Drivers were wholly of predominantly to blame for an incident, no penalty will be imposed.
- d) Unless it is completely clear that a Driver was in breach of the Rules, any incident involving more than one (1) Kart will normally be reviewed following the session.
- e) The following illustrative guide is provided to help you to understand what is acceptable and what is unacceptable driving conduct is. The penalty guide is only a recommendation.

<p>FALSE START (Type A) means Kart 2 leaves the marked lane during the start phase with at least two (2) tyres before the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked lane during the start phase with at least four (4) tyres before the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>A +3 Seconds B +5 seconds</p>
<p>JUMP-START means that Kart 2 accelerates during the start phase leaving Kart 1 behind before the start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>General:</p>
		<p>+5 seconds</p> <p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>Not relevant</p>

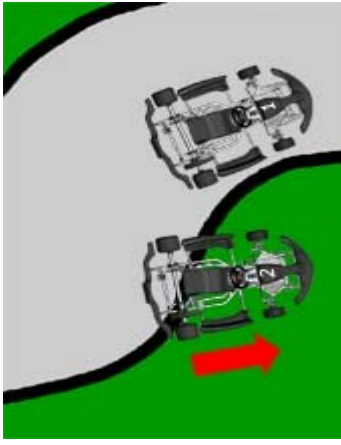
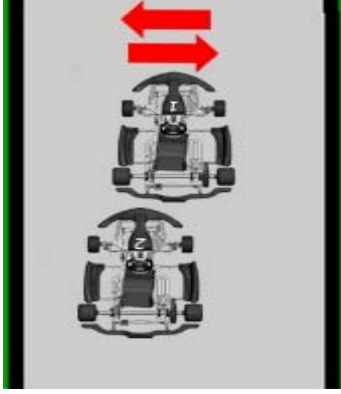
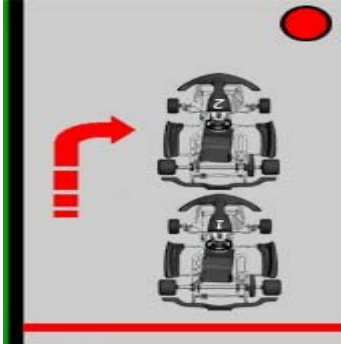
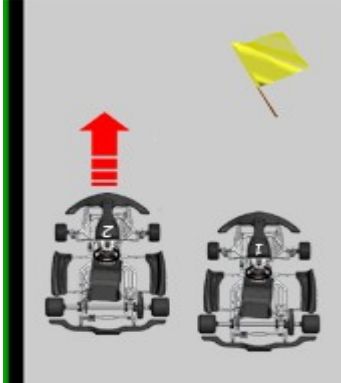


<p>FALSE RESTART (Type A) means a Kart leaves the marked centre lane prior to the control line during the race restart phase with at least two (2) tyres after the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>General:</p>
<p>FALSE START (Type B) means that a Kart leaves the marked centre lane prior to the control line during the race restart phase with at least four (4) tyres before the after the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>A +3 Seconds B +5 seconds</p>
<p>JUMP-START means that a Kart accelerates prior to the green flag being displayed during the restart phase.</p>		<p>Without Advantage: Not relevant</p> <p>With Advantage: Not relevant</p>
<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve.</p> <p>It is irrelevant if the Karts have touched each other or not.</p> <p>A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		<p>General:</p> <p>+5 seconds</p> <p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>Not relevant</p> <p>General</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Reprimand</p> <p>With Advantage:</p> <p>+10 seconds if "Careless" Disqualification from that section of event if "Reckless"</p>



<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs).</p> <p>It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Reprimand</p> <p>With Advantage:</p> <p>+10 seconds if “Careless”</p> <p>Disqualification from section of event if “Reckless”</p>
<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or DNF. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Reprimand</p> <p>With Advantage:</p> <p>+10 seconds if “Careless”</p> <p>Disqualification from section of event if “Reckless”</p>
<p>BUMP (That does not cause the front faring to be in the incorrect position) means that the front of Kart 2 touches the rear of Kart 1.</p> <p>Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out. - Kart 1 suffers a damage leading in a position loss or DNF within the same lap. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Warning only</p> <p>With Advantage:</p> <p>+10 seconds</p>



<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or DNF by the return of Kart 2. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Warning only</p> <p>With Advantage:</p> <p>Positional Advantage + Two Place Penalty Relative Track Position +10 seconds</p>
<p>CHANGE OF DIRECTION - WEAVING means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Warning only</p> <p>With Advantage:</p> <p>+10 seconds</p>
<p>FORMATION FAULT is at hand, if Kart 2 improves its starting position unforced during the formation lap after having crossed the, red line (and before the start has been released).</p>		<p>General:</p> <p>+ 10 seconds</p> <p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>Not Relevant</p>
<p>FLAG DISREGARD is at hand, if the driver does not carry out the flag/lights instructions given by either the track personal or clerk of the course. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of a flag disregard are:</p> <ul style="list-style-type: none"> - Overtaking under yellow flag. - Continuing the race after receipt of black/orange flag etc. 		<p>General:</p> <p>Referral to Stewards</p> <p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>Not relevant</p>



APPENDIX 2: CODE OF DRIVING CONDUCT – PENALTY POINTS

- a) If a Driver is found guilty of a Code of Driving Conduct breach, in addition to the penalty imposed by the Stewards, a demerit point penalty may be imposed, in accordance with the following:

Infringement	Classification		Penalty
Code of Driving Conduct Breach	Careless	Low	1 Point
	Reckless	Low	2 Points
		Medium	3 Points
		High	4 Points
	Dangerous	High	5 Points

- b) Following the receipt of the Stewards Report by KA, KA may impose a point(s) penalty based on the details and classification of the Code of Driving Conduct breach.
- c) The Driver will be advised in writing within 21 days of the Event should the Code of Driving Conduct breach result in a point(s) penalty being recorded against their licence.
- d) If a Driver accrues seven (7) or more points during within a 12-month period, the Driver will be prohibited from entering the next National Championship, National Series or National Cup Event, or such other Event as determined at the absolute discretion of KA , even if that Event is in another year. Following which, five (5) points will be removed from the Driver’s accrued Penalty Point total.
- e) All points carry over between National Championship, National Series and National Cup Events.
- f) Penalty points will remain in an accrued total for a period of 12 months from the date of the Event in which the Code of Driving Conduct breach occurred.
- g) KA reserves the right to refuse the entry of any Driver from re-entering the National Championship or National Series.

APPENDIX 3: Front Fairing Correct Installation

- a) 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.
- b) The penalty imposed will be as follows:

1 st occasion at the Event	2 nd occasion at the Event	3 rd occasion at the Event	4 th occasion at the Event	5 th occasion at the Event
Race Classification Penalty Two (2) places	Race Classification Penalty Four (4) places	Race Classification Penalty Six (6) places	Race Classification Penalty Eight (8) places	Race Classification Penalty Ten (10) places

