

KARTING
AUSTRALIA

THE FUTURE HAS ARRIVED



2015 CALENDAR OF EVENTS

- ROUND 1 | APRIL 3-5, PORT MELBOURNE VIC
- ROUND 2 | MAY 22-24, MONARTO SA
- ROUND 3 | JULY 3-5, IPSWICH QLD
- ROUND 4 | SEPTEMBER 4-6, NEWCASTLE NSW
- ROUND 5 | OCT 30 - NOV 2, GEELONG VIC

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Australia's karting stars are coming to a track near you.



Australian Kart Championship Sporting Regulations

CHAMPIONSHIP CLASSES

KZ2
KF2
KF3
KA TAG
KA1
KA Junior
KA12
X30



Article – 1

- a) The Australian Karting Association trading as Karting Australia (“**KA**”) will organise the Australian Kart Championship for Drivers in CIK Classes: KZ2, KF2 and KF3 and KA Classes: KA TaG, KA1, KA Junior, KA12 and X30 (the “**Championship**”).
- b) These regulations are specific to the Championship (the “**Championship Regulations**”) are formulated for the Classes to Compete within a National Championship under rules appropriate for top level Championship competition.
- c) Unless otherwise specified, the definitions in the KA Manual shall apply to these Championship Regulations.
- d) KA may modify the Championship Regulations, from time to time.
- e) The Championship Regulations apply solely to CIK Classes and KA Classes at Rounds of the Championship.
- f) 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 for International competition in the CIK Classes.
 - 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 the Race Meetings 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.

Article 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 2015 Rounds of the Championship will be conducted in: Victoria, South Australia, Queensland and New South Wales.
- d) The date and venue for each Round will be:

• Round 1	3-5 April	Todd Road Karting Complex, Victoria
• Round 2	22 – 24 May	Monarto Karting Complex, South Australia
• Round 3	3 – 5 July	Ipswich Kart Track, Queensland
• Round 4	4 – 6 September	Newcastle Kart Track, New South Wales
• Round 5	30 October – 1 November	Geelong Karting Complex, Victoria
- e) KA reserves the right to vary the date, time and venue for all Rounds at its sole discretion.
- f) The classification of the Australian Champion Driver will be established through the results obtained by the Drivers in all Rounds of the Championship.
- g) The classification of the KA Manufacturers Championship (**Manufacturers Championship**) will be established through the results of the two highest placed karts of each Manufacturer that is registered for the KA Manufacturers Championship in the Final at all Rounds of the Championship.
- h) Entry to all Rounds will be open to authorised Drivers holding the appropriate International or National Licence.

Article 3 – Organisation

- a) The Championship will be conducted under the International Sporting Code of the FIA, the 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 and/or drivers and these shall be of the same effect as these Regulations.

Article 4

- a) All the concerned parties, Officials, promoters, Competitors and drivers may only participate in the Australian Kart Championships on the condition that they respect all texts and documents, which govern it.

Article 5

- 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.

Article 6 – 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 to compete (if any) on the Event program at any Round.

Article 7 – Registration

Competitors

- a) Entry in the Driver’s Championships point score will be by pre-registration only on the KA website followed by the completion of a Championship Registration form that is required to be returned to the Championship Manager.
- b) All Competitors will be required to register (regardless of the number of Meetings in which they intend to Compete) on the official Registration Form for the Championship.
- c) The Championship encourages Competitors to compete in all rounds, however registration after the first round will be accepted.
- d) Championship points are allocated to individual Drivers and are not transferable between Drivers.
- e) Registration for the Championship will open on 1 December 2014.
- f) When registering, Competitors will nominate a preferred Race number (one or two digits only) for each Class in which they intend to Compete which they shall retain for all rounds of the Championship.

In the event that more than one Competitor nominates the same Race number, the Championship Manager will allocate the Race number to the Competitor who submitted their request at the earliest time.

- g) Numbers 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 will be reserved for distribution by KA.

Manufacturers

- a) Entry in the Karting Australia Manufacturers Championship will be by registration with the Championship Manager.
- b) 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.

Article 8 – Fees

Drivers

- a) There is no fee to register for the Driver’s Championship.
- b) Competitors will pay an entry fee for each Round of the Championship.

Manufacturer's Championship

- a) The entry fee for the Manufacturers Championship will be available from the Championship Manager along with a package of benefits and entitlements as an entrant in the Manufacturers Championship.

Article 9 – Licences Required

- a) The Championship Events are restricted to drivers holding the appropriate licence for that Class.

- b) Eligible Licences are:

CLASS	LICENCE REQUIREMENT
KZ2, KF2	International A, B or C KA Senior A grade KartSport NZ Tier 1
KF3	International C KA Junior A grade KartSport NZ Tier 1
KA TaG, X30	International A, B or C KA Senior A or B grade KartSport NZ Tier 1
KA1	International A, B or C KA Senior A, B or C grade KartSport NZ Tier 1 and 2
KA Junior	International C KA Junior A, B or C grade KartSport NZ Tier 1 and 2
KA12	KA Cadet 12 B or C grade KartSport NZ Tier 1 and 2

- c) A "Pit Crew Licence" will be required by all mechanics, pit crew members, parents and guardians who require access to the Race Track Area, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at and Event. The Mechanic and Pit Crew licence will be available through CMS.

Article 10 – Entries & Minimum Entries

- a) Details of the entry method and closing date for entries shall be made available via the Supplementary Regulations for each Round of the Championship.
- b) If less than ten (10) genuine entries are received to constitute a Class by the listed close of entries then the Class may not be contested.
- c) All Drivers whose entry is not accepted for any Class shall be notified as soon as possible and the entry fee will be refunded.

Article 11 – Circuits and Practice

- a) Unless otherwise specified in the Supplementary Regulations, the Race Track shall be closed to all Competitors and their equipment for two weeks prior to the Round i.e. from the Saturday morning 14 days prior to the Saturday of the Round.
- b) The only exception to this shall be as authorised by the KA for the purpose of promotion only.
- c) The Race Track will be closed to karts after the last session on Friday and the last race on Saturday and will remain closed until opened for official on-track activity the following day. The only variance to these times will be stated in the Supplementary Regulations if so required.

Article 12 – Parc Fermé

- a) The area of Parc Fermé includes, but is not limited to, the in and out grids, the weigh scales, the mechanical breakdown lane, the technical inspection area, the full Race Track area with the safety fence and such other areas nominated in the supplementary regulations or notified by addendum or bulletin.

- b) Only persons with correct passes may enter Parc Fermé. 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.

Article 13 – Parc Fermé In and Out Grid Entry

- a) Entry to the In-grid and Out-grid will be restricted to two (2) pit crew per driver for all Classes.
- b) All nominated pit crew entering the In-Grid or Out-Grid areas must have their pit crew licence on display at all times. Entry shall only be granted at specific times as detailed in the timetable, which will be available at the Meeting.

Article 14 – Grid Procedure

- a) For all Classes other than KZ2:
 - a. All pit crew must move away from the kart one (1) minute before the out grid opens.
 - b. All karts must be able to start by their own means.
- b) For KZ2 Class:
 - a. One (1) pit crew member must remain with the kart to push start the kart when directed to do so.
 - b. No other adjustments to the kart are permitted after the one (1) minute signal.

Article 15 – Scrutineering

- a) Administrative checking and scrutineering will take place as nominated in the Supplementary Regulations.
- c) Engine and chassis seals will be issued and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- d) Race numbers and sponsors stickers are required to be in place from the commencement of free practice. The placement of official sponsor's stickers on the bodywork of competing karts is compulsory when so advised.

Article 16 – Driver's Briefing

- a) A Driver's briefing will take place at a location and time to be nominated in the Supplementary Regulations or as announced on the circuit's public address system.
- b) It is compulsory for the driver to attend all drivers' briefings. Drivers who fail to attend a briefing or sign the attendance sheet will be referred to the Stewards for possible disciplinary action.

Article 17 – Telemetry and Data Logging

- a) The use and/or fitting of telemetric equipment is prohibited during official practice and racing. The use of data logging equipment is permitted during official practice and racing.
- b) KA may require the fitment of technical equipment for the purpose of data logging to ensure the conformity of the clutch.

Article 18 – Medical

- a) In accordance with the KA Manual.

Article 19 – Championship Officials

Championship Manager:	Lee Hanatschek
Championship Stewards:	John Wishart, Russell White and Darcy Cox
Race Director:	Mark Horsley
Clerk of Course:	Nicholas Rudzinski
Chief Technical Officer and Chief Scrutineer:	Les Allen
Assistant Technical Officers	As advised in the Supplementary Regulations
Commentator	Matt Payne
Operations Assistant	Matthew Gould

Article 20 – Judges of Fact

- a) **Grid Marshall:** shall be the judge of fact from the time of calling the Competitors to the out grid until all of the Competitors are under their own power on the track.
- b) **Starter:** shall be the judge of fact while under the Starter's orders. The Starter will determine Competitors who break the start order, impede, delay or unduly affect the start procedure. All karts are under starting orders from the moment they leave the grid gate to the start of the race.
- c) **Chief Lap Scorer:** shall be the judge of fact as to the number of laps completed and the finishing order of any Event.
- d) **Scale Marshal:** shall be the judge of fact as to the measured weight of any kart and driver at the completion of any Event.
- e) **Chief Technical Officer/Chief Scrutineer:** shall be the judge of fact as to the technical compliance of any kart.
- f) **Noise Control Marshal**

Article 21 – Fuel and Lubricants

- a) Fuel regulations will be listed in the Supplementary Regulations for each Round.

Article 22 – Equipment

- a) Karts (chassis) must comply with either the current KA Technical Regulations or the current CIK/FIA International Karting Regulations and be either CIK homologated or KA homologated and be Approved for competition by KA.
- b) Competitors must present themselves and their equipment in a clean, well maintained and professional manner at all times.
- c) Number plates will be as per the KA Rules.

Article 23 – Changing of Equipment

- a) Notice of any change of equipment must be notified to the Chief Technical Officer before the start of any Qualifying session or Race.
- b) Equipment, as entered on the Technical Passport, may be used at the Competitor's discretion with the approval of the Chief Technical Officer.
- 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 then declared a wet race.

Article 24 – Chassis

- a) Competitors in the CIK Classes may register two chassis at each Round. All other Classes are as per KA Rules.
- b) The following conditions apply to the use of these chassis in the CIK Classes.
 - i. Only one kart may be taken into the grid area.
 - ii. The second kart may not enter this area.
 - iii. Competitors must make the decision on which kart to use before entering the grid area.
 - iv. Changes to the kart may be made up to one minute before the out grid gate is opened; this includes the fitting of wet Tyres etc.

Article 25 – Tyres

- a) All tyres will be barcoded.
- b) Technical requirements shall be contained in Technical Documents relevant to the Class. These documents are available from the KA website at www.karting.net.au

Article 26 – Tyre Pooling

- a) Tyre pooling and impounding may be employed and will be advised in the Supplementary Regulations for each round.
- b) Failure to collect tyres within the published time period may result in a penalty.

Article 27 – Timing

- a) It is the Driver's responsibility to fit and maintain their timing transponder as per the Rules.
 - i. It is compulsory for all Competitors to affix an AMB compatible transponder to their kart in a working condition from the start of the Friday practice session at all Meetings. Failure to do so will result in exclusion from the next practice session. In the event of it being the final session a \$200 fine will apply.
 - ii. Transponder Fitting Instructions are in accordance with the Rules for all Classes.

Article 28 – Mechanical Breakdown Lane

- a) A Mechanical Breakdown Lane will be in operation at all Rounds unless stated otherwise in Supplementary Regulations except during qualifying.

Article 29 - Practice

- a) Untimed practice may be scheduled at a Meeting.
- b) Each Class will have a minimum of two (2) timed practice sessions at a Meeting. The duration of these sessions will be listed in the Supplementary Regulations.

Article 30 - Qualifying

- a) Each Class will have one (1) qualifying session at a Meeting.
- b) The duration of the Qualifying session will be listed in the Supplementary Regulations.
- c) A Driver may only qualify one (1) Kart in each Class at a Meeting.
- d) For Undersubscribed Classes a combination of the times set in the final two (2) timed practice session will determine the 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.
- e) **Over-subscribed Classes** will be split into two (2) qualifying groups based on the times set in the final two (2) timed practice sessions. The slowest 50% will be classified as Group 1 and the fastest 50% will be classified at Group 2.
- f) Where the separation results in an odd number of Karts, the lesser number will comprise Group 1.
- g) The fastest Driver in each group will occupy grid position 1, second fastest grid 2 and so on.
 - i. At the end of the qualifying session for both groups, Drivers will be split into four (4) groups:
 - Group A
 - Group B
 - Group C
 - Group D
 - ii. Group A will include the fastest qualifier, fifth fastest qualifier and so on
 - iii. Group B will include the second fastest qualifier, sixth fastest qualifier and so on
 - iv. Group C will include the third fastest qualifier, seventh fastest qualifier and so on
 - v. Group D will include the fourth fastest qualifier, eighth fastest qualifier and so on
 - vi. This process will continue until all Drivers are allocated a group.
- h) The KZ2 and KF2 Classes only, following the conclusion of qualifying the five (5) fastest Drivers will participate in a shootout to determine the top five grid positions for the heats. Each Driver will be permitted to compete two (2) flying laps of the Race Track during the shootout. The faster of the two (2) laps will count towards the results of the shootout. The running order will be fifth fastest followed by fourth fastest and so on.

Article 31 - Grid Procedure

a) Undersubscribed Classes

- i. The results of the qualifying session, including the shootout where applicable, will determine the grid for each heat race from fastest to slowest.
- ii. The combined points accumulated by a Driver from heat race one (1), heat race two (2) and heat race three (3) will determine the grid for the final race.
- iii. The Driver who has accumulated the least points in the heat races will start on Pole Position for the final race.
- iv. 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.
- v. In the event of a tie on points, the lower grid position will be awarded to the driver with the faster original qualifying time.

b) Oversubscribed Classes

- i. The fastest qualifier (1st in Group A) will start three (3) heat races from pole position.
- ii. The second fastest qualifier (1st in Group B) will start two (2) heat races from pole position
- iii. The third fastest qualifier (1st in Group C) will start one (1) heat race from pole position
- iv. The grid allocation for each heat race is detailed in v. – x. below.
- v. Heat 1A – Group A vs Group D with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group D will occupy grid positions 2, 4, 6, 8, etc
- vi. Heat 1B – Group B vs Group C with the following grid order:
 - Group B will occupy grid positions 1, 3, 5, 7, etc,
 - Group C will occupy grid positions 2, 4, 6, 8, etc
- vii. Heat 2A – Group A vs Group C with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group C will occupy grid positions 2, 4, 6, 8, etc
- viii. Heat 2B – Group B vs Group D with the following grid order:
 - Group B will occupy grid positions 1, 3, 5, 7, etc,
 - Group D will occupy grid positions 2, 4, 6, 8, etc
- ix. Heat 3A – Group A vs Group B with the following grid order:
 - Group A will occupy grid positions 1, 3, 5, 7, etc,
 - Group B will occupy grid positions 2, 4, 6, 8, etc
- x. Heat 3B – Group C vs Group D with the following grid order:
 - Group C will occupy grid positions 1, 3, 5, 7, etc
 - Group D will occupy grid positions 2, 4, 6, 8, etc
- xi. To be eligible for a grid position in the Final race a Competitor must:
 - Register a qualifying time
 - Compete in at least two (2) heat races
- vi. The combined points accumulated by a Driver from heat race one (1), heat race two (2) and heat race three (3) will determine the grid for the final race.
 - The Driver who has accumulated the least points in the heat races will start on Pole Position for the final race.
 - 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.
 - In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster qualifying time.

Article 32 – Heat Races

- a) Each Class will have three (3) Heat races at a Meeting.
- b) The heat races will be conducted over the following approximate distances:
 - i. KZ2, KF2 and KF3 – 15 km (Heat 1 and 2), 20km (Heat 3)
 - ii. KA TaG KA1 and X30 – 12 km (Heat 1 and 2), 14km (Heat 3)
 - iii. KA Junior and KA12 – 10km (heat 1 and 2), 14km (Heat 3)
- c) The duration of each heat race will be expressed as a number of laps which will be listed in the Supplementary Regulations
- d) Over Subscribed Classes
 - i. Each group will race against each other group over three (3) heat races
 - ii. Heat races will be conducted between the following groups:
 - Heat 1A: Group A and Group D
 - Heat 1B: Group B and Group C
 - Heat 2A: Group A and Group C
 - Heat 2B: Group B and Group D
 - Heat 3A: Group A and Group B
 - Heat 3B: Group C and Group D

Article 33 – Point Score To Determine Grid For Final

- a) The point score outlined in this Article 33 will only be used to determine the Grid for the Final Race in each Class at a Meeting. These points will not count towards the Championship points.
- b) Points for each the heat race will be awarded as follows:
 - i. 1st place - 0 points,
 - ii. 2nd place - 2 points,
 - iii. 3rd place - 3points and so on with one (1) point being added for each place.
- c) Non-starters and non-finishers in a heat race will be awarded a finishing position based on the number of laps completed.
- d) If a Driver fails to make the Start they will be classified in grid order behind the number of starters in the race. If a Driver is Excluded from a Heat Race they will be awarded points equal to the number of entries in the Heat of that Class plus one.

Article 34 – Starts

- a) KZ2 Races will be started using a standing Start
- b) KF2, KF3,KA TaG, KA1, KA Junior, KA12 and X30 Races will be started using a Rolling Start

Article 35 – Rolling Start Procedure

- a) The Starting procedures will be in accordance with the KA Rules as adjusted by this Article 35.
- b) From the moment the Grid Marshall signals for the karts to be released, the Drivers are under “Starter’s orders” and may not receive any outside assistance for repairs or other adjustments to their equipment while on the Track. From the moment the start procedure commences, Race conditions apply.
- c) Wherever a kart is on the Track it is forbidden to receive any assistance, other than to remove the kart to a place of safety.
- d) Karts will cover approximately one formation lap before the start may be given. After passing the Red Formation Line (marked on the track), it is forbidden to overtake another Driver, irrespective of the number of formation laps.
- e) If a Driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before the whole field has passed him/her. He/she shall start again from the back of the formation. Should he/she try to start ahead of the field in the hope that the leading Drivers overtake him, he/she will be shown the black flag and be excluded from that race.

- f) A Driver who is delayed will have the possibility of regaining his/her grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Formation line which will be materialised on the track and indicated by the Clerk of Course or Race Director at the drivers briefing. It is forbidden to use any course other than the track used during the Race in order to try and regain their position.
- g) If the Clerk of the Course considers that a Driver has been immobilised as a result of the actions of another Driver, the Clerk of Course may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid positions or allow the impeded Driver to regain his/her position.

Article 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.

Article 37 – Final

- a) Each Class will have one (1) Final race at a Meeting.
- b) The duration of the final race will be expressed as a number of laps which will be listed in the Supplementary Regulations.
- c) The Final will be conducted over the following approximate distances
 - KZ2, KF2, KF3 – 25km
 - KA TAG, KA1, X30 – 20km
 - KA Junior, KA12 – 17km

Article 38 – Championship Results When a Tie Exists

- a) In the event of two (2) or more Drivers scoring equal points at the end of the Championship, the final Championship order will be determined by reference to each Driver's overall placing at each Championship Meeting conducted.
- b) The Driver with the greater number of first places will assume the higher place in the final Championship order.
- c) 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.

Article 39 – Results

- a) The placing's for each Round will be determined by the placing's obtained in the final race.
- b) Any Driver, who has not completed the full number of provided laps, even if he/she does not finish the final, will be classified according to the number of laps completed.
- c) Trophies will be presented for 1st, 2nd and 3rd place getters at the completion of each Round.

Article 40 – Championship Series Points - Drivers

a) All Classes shall be determined by the following points system.

Position	Points	Heat Race Points	Final Points	Position	Heat Race Points	Final Points
Pole	2					
1		12	25	9	2	7
2		10	20	10	1	6
3		8	16	11		5
4		7	14	12		4
5		6	12	13		3
6		5	10	14		2
7		4	9	15		1
8		3	8			

b) The final Championship Points shall be determined by using the best four of the five rounds total point score. Drivers will drop their lowest point score from the first four (4) Rounds of the Championship.

Article 41 – Championship Series Points - Manufacturers

The point score for the Manufacturers Championship will be based on the two highest point scoring Drivers from each Round, Manufacturer registered for the Manufacturers Championship as per the tables below.

CIK Classes (KZ2, KF2 and KF3)

1 st Place	40 Points	10 th Place	11 Points
2 nd Place	33 Points	11 th Place	8 Points
3 rd Place	28 Points	12 th Place	6 Points
4 th Place	24 Points	13 th Place	4 Points
5 th Place	20 Points	14 th Place	3 Points
6 th place	17 Points	15 th Place	2 Points
7 th Place	14 Points		
8 th Place	12 Points		
9 th Place	11 Points		

KA Classes (KA TAG, KA1, KA Junior, KA12, X30)

1 st Place	25 Points	10 th Place	6 Points
2 nd Place	20 Points	11 th Place	5 Points
3 rd Place	16 Points	12 th Place	4 Points
4 th Place	14 Points	13 th Place	3 Points
5 th Place	12 Points	14 th Place	2 Points
6 th place	10 Points	15 th Place	1 Points
7 th Place	9 Points		
8 th Place	8 Points		
9 th Place	7 Points		

Article 42 – Technical Inspections

It is the Competitor's responsibility to have a mechanic, or representative, available at the time requested by the Chief Technical Officer for the dismantling of engine(s) to enable technical inspections and verifications to occur.

Article 43 – Engine Claiming – KA12, KA Junior, KA1

- Engine claiming rules will apply to the KA12, KA Junior and KA1 Classes in the AKC.
- Any Competitor wishing to claim the engine of a fellow Competitor in their Class may do so in accordance with these Rules:

- i. No later than 15 minutes after the end of the last Race in the Class at the Race Meeting and in any event before post-race technical inspections have been completed, a Competitor in that race who wishes to claim an Engine (the “**Claimor**”) may submit a completed Engine Claim Form (the “**Claim Application**”) initiating the claiming of an engine (the “**Engine**”) from the Competitor from whom it is to be claimed (the “**Claimee**”).
- ii. The Claimee must have finished in the top three (3) placegetters in the final event of the Race Meeting.
- iii. The Claim Application must:
 - 1. Be completed in writing with the details of the Claimee and Claimor clearly completed.
 - 2. Be in the form of a binding written offer to purchase the Engine from the Claimee (the “**Offer**”).
 - 3. The price offered for the Engine will be the equivalent to the current recommended retail price of a new engine of the same make and model plus \$500.00.
 - 4. The price must be enclosed in full in the Claim Application in Australian dollars - cash only.
 - 5. Be submitted to the Race Director within 15 minutes and prior to completion of the post-race Technical inspections.
- c) The Race Director shall record the details and time that the Claim Application is received.
- d) If more than one Competitor wishes to claim the same Engine, the Claimer who lodged the **first** Claim Application with the Race Director will be informed of this by KA and that Claimer will be required to proceed with the process.
- e) Any Competitor involved in the claim process must pass the post-race Technical inspections before the claim process can be completed.
- f) 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.
- g) Subject to clause (f) being met, transfer of the Engine from Claimee to Claimor must occur at the Race Meeting.
 - i. The Claimor must collect the Engine from the Chief Technical Officer;
 - ii. The Claimee must collect the Claimor’s payment from the Race Director as soon as reasonably practicable and before leaving the Race Meeting.
- h) Unless force majeure provisions apply with respect to the Engine, the Claimor must use the Engine at the next Championship Race Meeting.
 - i. If the Claimor does not use the Engine in the next Championship Race Meeting they will lose all points from that Race Meeting; and
 - ii. Will be required to pay to the Claimee an additional \$500.00.
- i) If the Claimee refuses to sell the Engine to the Claimer in accordance with these Rules, the Driver that used the Engine in that Race Meeting will forfeit all points scored at that Race Meeting.
- j) If the Claimor refuses to cooperate or complete the claim process he/she will forfeit the amount of \$500.00 which shall be payable to KA.
- k) No Competitor will be required to sell more than two (2) engines in accordance with these Rules in any calendar year.

Update Log	
25 February	Article 10 – Minimum Entries Articles 29-33, 37 – Event Format (Practice, Qualifying, Grid Procedure, Heat Races, Point Score To Determine Grid For Final, Final.) Consequential renumbering is not marked.

IMPORTANT NOTE

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