



## Australian Kart Championship Sporting Regulations

### CHAMPIONSHIP CLASSES

KZ2

KA1

KA2

KA3 Senior (Championship Weight)

KA4 Junior (Championship Weight)

TAG 125 (Championship Weight)

X30 (Light Weight)

CADET 12

CADET 9



## Championship Sporting Regulations For The 2017 Australian Kart Championship

### 1 - Preamble & Jurisdiction

- a) The Australian Karting Association trading as Karting Australia (“KA”) will organise the 2016 Australian Kart Championship (the “**Championship**”) for Drivers in: KZ2, KA1, KA2, KA3 Senior (Championship Weight) KA4 Junior (Championship Weight) TaG125 (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 and Divisions 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 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.

### 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 2017 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      February 10 - 12      Newcastle, New South Wales
  - Round 2      March 31 - April 2      Geelong, Victoria
  - Round 3      May 26 - 28      Monarto, South Australia
  - Round 4      July 21 - 23      Emerald, Queensland
  - Round 5      September 1 - 3      Port Melbourne, Victoria
- e) KA reserves the right to vary the date, time and venue for all Rounds at its sole discretion.
- f) The classification of an Australian Champion Driver will be established through the results obtained by a Driver in all Rounds of the Championship.
- g) 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.
- h) 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.
- i) Entry to all Rounds 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 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 these Championship Regulations in accordance with the Rules.
  - i. KA CEO: Kelvin O'Reilly
  - ii. Championship Manager: Lee Hanatschek
  - iii. Race Director: Mark Horsley
  - iv. Chief Steward: John Wishart
  - v. Clerk of the Course: Nicholas Rudzinski, Glenn Wall
  - vi. Championship Officials: Phil Lane, Russell White, Gail Woolner, John Reynolds, Craig Denton
  - vii. Chief Scrutineer: Les Allen
  - viii. Scrutineers: Mark Close, Ashley Woolner, Graeme Abbott, Peter Allen Hanz Barth, Norm Trost, Errol Davidson, Shaun English
  - ix. Barcode Official: Victor Maastricht
  - x. Commentator: Matt Payne
  - xi. Operations Assistant: Matthew Gould
- 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 and Divisions 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. 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.
  - ii. 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.
  - iii. The Championship encourages Competitors to compete in all rounds, however registration after the first round will be accepted.
  - iv. Championship points are allocated to individual Drivers and are not transferable between Drivers.
  - v. Registration for the Championship will open on 20 December 2016.
  - vi. When registering, Competitors will nominate a preferred competition number (one or two digits only) for each Class or Division in which they intend to Compete which they shall retain for all rounds of the Championship.
  - vii. 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.
  - viii. Numbers 1, 2, 3, 4 and 5 will be reserved for distribution by KA.
- b) Manufacturers

- i. Entry in the Manufacturers Championship will be by registration with the Championship Manager.
- ii. Only the manufacturer or Australian importer of a Chassis entered for competition in any of the Classes or Divisions will be eligible to register for the Manufacturers Championship.
- c) Teams
  - i. Entry in the Teams Championship will be by registration with the Championship Manager.

## 7 - Fees

- a) Drivers
  - i. There is no fee to register for the Driver's Championship.
  - ii. Competitors will pay an entry fee for each Round of the Championship.
- 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 an entrant 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 an entrant in the Teams Championship.

## 8 - Licences Required

- a) The Championship Events are restricted to Drivers holding the appropriate licence for that Class or Division.
- b) Eligible Licences are:

CLASS / DIVISION	INTERNATIONAL LICENCE REQUIREMENT	KA LICENCE REQUIREMENT	KARTSPORT NZ LICENCE REQUIREMENT
KZ2, KA1	International A, B or C	KA Senior A grade	KartSport NZ Tier 1
KA2	International C	KA Junior A grade	KartSport NZ Tier 1
TaG 125, X30	International A, B or C	KA Senior A or B grade	KartSport NZ Tier 1
KA3 Senior	International A, B or C	KA Senior A, B or C grade	KartSport NZ Tier 1 and 2
KA4 Junior	International C	KA Junior A, B or C grade	KartSport NZ Tier 1 and 2
Cadet 12	N/A	KA Cadet 12 B or C grade	KartSport NZ Tier 1 and 2
Cadet 9	N/A	KA Cadet 9 B or C grade	KartSport NZ Tier 1 and 2

- c) 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 CMS.
- d) A Competitors Licence must be held by a person entering a Team in the Championship. A Team must hold a Competitors Licence to be eligible for the Teams Championship.
- e) A "Mechanic and Pit Crew Licence" will be required by each mechanic, pit crew member, parent and guardian who does not hold a Participants, Drivers or Competitors Licence and who requires access to the Race Track Area, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at an Event. The Mechanic and Pit Crew licence are available through CMS.

## 9 - Entries & Minimum Entries

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

## **10 - Circuits and Practice**

- a) Unless otherwise specified in the Supplementary Regulations, the Race Track shall be closed to all Competitors and their equipment from 12.01am on the Monday prior to the Round.
- b) The only exception to this shall be as authorised by the KA for the purpose of promotion only.
- c) Unless otherwise specified in the Supplementary Regulations for a Meeting, the Race Track Area will be closed to Karts after the last session on Friday and the last session on Saturday and will remain closed until opened for official on-track activity the following day.

## **11 - Administrative Checking & Scrutineering**

- a) Administrative checking and scrutineering will take place at the time and venue as nominated in the Supplementary Regulations.
- b) Engine and Chassis seals will be issued and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- c) 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.
- d) 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.

## **12 - 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, and if the Driver is under 18 years of age, for a parent or legal guardian to attend all Drivers' briefings.
- c) Drivers and if required by these Regulations the parent or legal guardian of a Driver who fail to attend a briefing or sign the attendance sheet will be referred to the Stewards for possible disciplinary action.

## **13 - Parc Fermé**

- a) The area of Parc Fermé includes, but is not limited to, the in-grid, out grid, the weigh scales area, the mechanical breakdown lane, the technical inspection area, the Race Track Area 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.

## **14 - 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 each Class or Division.
- b) All nominated pit crew entering the In-Grid or Out-Grid areas must have their pit crew licence on display at all times.
- c) Entry to the In-Grid or Out Grid areas shall only be granted at specific times as detailed in the timetable, which will be available at the Meeting.
- d) For all Classes and Divisions other than KZ2, KA1 and KA2:
  - i. All pit crew must move away from the Kart one (1) minute before the out grid opens.
  - ii. All Karts must be able to start by their own means.
- e) For KZ2, KA1 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.

## 15 - Chassis & Equipment

- a) 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 in the KZ2, KA1 and KA2 Classes may register two (2) Chassis at each Round. All other Classes or Divisions are in accordance with the Rules.
- c) The following conditions apply to the use of these Chassis in the KZ2, KA1 and KA2 Classes.
  - i. Only one (1) 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 (1) minute before the out grid gate is opened; this includes the fitting of Wet Weather Tyres etc.
- d) The following conditions apply to the fitment of the Front Faring (Nose Cone)
  - i. The use of the CIK-FIA homologated front fairing mounting kit (the “**Mounting Kit**”) of the bodywork homologation period 2015 – 2020 is mandatory.
  - ii. From the commencement of Qualifying until the Final, each Driver must enter the Out Grid area with the front fairing detached from their kart.
  - iii. The Pit Crew member or the Driver themselves must mount the front fairing in the Out Grid area under the supervision of a Scrutineer or an appointed Official.
- e) Correct installation of the “Front Fairing”
  - i. The front fairing (using the Mounting Kit) must be in the correct position at all times during a Competition (see Appendix 1: CIK-FIA Technical Drawing No. 2c).
  - ii. If the Judge of Fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the Kart(s) concerned crossed the finish line, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned.
  - iii. This time penalty is not susceptible to appeal but may be reviewed by the Stewards at their absolute discretion solely on the basis of video evidence presented by the Driver from their own Kart that irrefutably shows that the incident which caused the front fairing to be in the incorrect position was not caused by them.
  - iv. Should the Stewards find that the video evidence presented does not irrefutably show that the incident which caused the front fairing to be in the incorrect position was not caused by them, the Driver shall be excluded from that section of the Event.
  - v. Should a Driver be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved they will be excluded from the Meeting.
- f) Drivers Are To Purchase or Lease Mounting Kits
  - i. Drivers will be required to purchase the Mounting Kit from a supplier or lease the Mounting Kit for a Round from KA.
  - ii. The Supplementary Regulations for a Round will advise the costs and conditions associated with leasing a Mounting Kit prior to the commencement of any Round.
- g) Competitors must present themselves and their equipment in a clean, well maintained and professional manner at all times.
- h) Number plates will be in accordance with the Rules.

## 16 - Changing of Equipment

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



### **17 - Data Logging**

- a) KA may require the fitment of technical equipment for the purpose of data logging to ensure the technical conformity of certain equipment with the Rules.

### **18 - Timing**

- a) It is the Driver's responsibility to fit and maintain their timing transponder in accordance with 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 and Divisions.

### **19 - Fuel and Lubricants**

- a) The fuel permitted to be used must be in accordance with the Rules and will be listed in the Supplementary Regulations for each Round.

### **20 - 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.

### **21 - 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 may result in a penalty.

### **22 - Video Recording Systems - Recording Medium (SD Card) Procedures**

- a) 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.
- b) No recorded vision on the Recording Medium may be deleted from the time that on-track activity has commenced on each day of a Meeting until 0700 hours the next day, without the prior written permission of the Stewards.

### **23 – Race Management Channel**

- a) The Race Director or their delegate may utilise a dedicated Race Management Radio Channel ("**RMC**") to communicate instructions to Drivers immediately preceding, during and after the conclusion of any Practice session, Qualifying session and/or Races in which they are competing.
- b) In these circumstances, Drivers will be required to purchase or lease the approved portable radio scanner ("**Scanner**") from KA.
- c) The Supplementary Regulations for a Round will advise of any decision to use the RMC and also the costs associated with purchasing a Scanner and the costs and conditions associated with leasing a Scanner prior to the commencement of any Round.
- d) At each Round where the RMC is used, the following regulations shall apply:
  - a. Each Driver must monitor the RMC on a listen only basis at all times during Practice, Qualifying and Racing.
  - b. Each Driver must monitor RMC from 10 minutes prior to their scheduled start time until 10 minutes after the conclusion of any Practice session, Qualifying session and/or Race in which they are competing.
  - c. The only person permitted to communicate on the RMC is the Race Director or their delegate.
  - d. The onus at all times is on the Competitor, Participant and/or Driver to ensure that the RMC is correctly functioning at all times whilst a Kart is on the Race Track.

## 24 - Mechanical Breakdown Lane

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

## 25 - Full Course Yellow

- a) When the order is given to neutralise the Race, all Flag points will display yellow lights / waved yellow flags.
  - i. The order to neutralise the Race will be the words "FULL COURSE YELLOW".
  - ii. A "SLOW" board (yellow board with the word "SLOW" written in black) will be displayed at the Start Line and generally one other location around the Race Track.
  - iii. These will be displayed until immediately before racing recommences under Green Light/Flag conditions.
- b) When the Full Course Yellow order is given, and yellow lights/ waved yellow flags are displayed, all of the Karts in the Race must:
  - i. Stop racing, slow down (Refer to: Competition Rules Chapter 2 Rule 4 e) and line up behind the lead Kart in single file.
  - ii. Overtaking is strictly forbidden.
    - The sole exception to this is if a Kart slows down because of a serious problem and cannot keep up.
  - iii. Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
- c) During the neutralised laps, the leading Kart will dictate the pace of the other Karts. All Drivers should drive at a consistent, moderate speed.
  - i. All the other Karts must remain in a tight formation. One (1) Kart length between each Kart.
  - ii. Karts may enter the mechanical breakdown lane during the neutralisation.
    - They may re-join the Race Track only when authorised to do so by an Official.
  - iii. A Kart re-joining the Race Track shall proceed at a moderate speed until it reaches the end of the line of Karts behind the leading Kart and must remain in that position.
- d) When the Race Director or Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags will be held immobile (they will not be waved).
  - i. This will be the signal to the Drivers that the Race will resume the next time that the Karts cross the Start Line.
  - ii. The "SLOW" boards will continue to be displayed until immediately before racing is recommenced.
  - iii. The leading Kart will continue to set the pace, at a consistent, moderate speed.
- e) The Race Director or the Clerk of the Course will give the instruction to the Starter for the resumption of the Race.
  - i. The "SLOW BOARDS" will be withdrawn from the Race Track.
  - ii. The Starter will wave the Green Flag / switch the lights to Green to indicate the resumption of racing.
  - iii. Drivers may accelerate only after their Kart has crossed the acceleration line approaching the Start Line, when the green light is turned on/ green flag is being waved by the Starter.
  - iv. Overtaking is prohibited until your Kart has crossed the Start Line under Green Light / Green Flag conditions. The sole exception to this is if a Kart slows down because of a serious problem.
- f) Each lap completed during the neutralisation will be counted as a racing lap.
- g) If the race finishes during the neutralisation, the Karts will take the chequered flag as usual.

## 26 - Practice

- a) Untimed practice may be scheduled at a Meeting.
- b) Each Class or Division 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.



## **27 - Qualifying**

- a) Each Class or Division 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 or Division at a Meeting.
- d) A combination of the times set in the final two (2) timed practice session 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 - Grid Procedure**

- a) The results of the qualifying session will determine the grid for each heat race from fastest to slowest.
- b) The combined points accumulated by a Driver from heat race one (1), heat race two (2), heat race three (3) and heat race four (4) will determine the grid for the final race.
- c) The Driver who has accumulated the least points in the heat races will start on Pole Position for the final race.
- d) 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.
- e) In the event of a tie on points, the lower grid position will be awarded to the Driver with the faster original qualifying time.

## **29 - Point Score to Determine the Grid For Final**

- a) The point score outlined in this regulation will only be used to determine the Grid for the Final Race in each Class or Division 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 - 3 points 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 take the Start they will be classified in grid order behind the number of starters in the race.
- e) 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 or Division plus one (1).

## **30 - Heat Races**

- a) Each Class or Division will have four (4) Heat races at a Meeting.
- b) The heat races will be conducted over the following approximate distances:
  - i. KZ2, KA1, KA2, TaG 125, X30, KA3 Senior – 12 km (Heat 1, 2 and 3), 16km (Heat 4)
  - ii. KA4 Junior, Cadet 12, Cadet 9 – 10km (Heat 1, 2 and 3), 13km (Heat 4)
- c) The duration of each heat race will be expressed as a number of laps which will be listed in the Supplementary Regulations for each Round.

## **31 - Final**

- a) Each Class or Division 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
  - i. KZ2: 25 km
  - ii. KA1, KA2, KA3 Senior, TaG 125, X30: 20km
  - iii. KA4 Junior, Cadet 12, Cadet 9: 16km

### 32 - Starts

- a) KZ2 Races will be started using a standing Start in accordance with the Rules.
- b) All other Class or Division Races will be started using a Rolling Start in accordance with the Rules.

### 33 - 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 of the Meeting for the appropriate action and/or Penalty.

### 34 - Round Results

- a) The placing's for each Round will be determined by the placing's obtained in the Final race.
- b) A Driver must be classified as a finisher in the Final race to be eligible for the Round awards.
- c) Trophies will be presented for 1st, 2nd and 3rd place getters at the completion of each Round.

### 35 - Championship Points - Drivers

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

Position	Points	Heat Race Points	Final Points	Position	Heat Race Points	Final Points
Pole	2					
1 <sup>st</sup> Place		12	25	9 <sup>th</sup> Place	2	7
2 <sup>nd</sup> Place		10	20	10 <sup>th</sup> Place	1	6
3 <sup>rd</sup> Place		8	16	11 <sup>th</sup> Place	1	5
4 <sup>th</sup> Place		7	14	12 <sup>th</sup> Place	1	4
5 <sup>th</sup> Place		6	12	13 <sup>th</sup> Place	1	3
6 <sup>th</sup> place		5	10	14 <sup>th</sup> Place	1	2
7 <sup>th</sup> Place		4	9	15 <sup>th</sup> Place until the last classified finisher	1	1
8 <sup>th</sup> Place		3	8			

- b) The final Championship Points shall be determined by using the total points scored from all Rounds of the Championship.
- c) Points shall only be awarded to the Drivers classified as finishers in the final results of each race.
- d) Non-finishers will not awarded Championship points.
- e) 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.
- f) 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.

### 36 - Championship Points - Manufacturers

- a) The point score for the Manufacturers Championship will be based on the two (2) highest point scoring Drivers from each Round, for each Manufacturer registered for the Manufacturers Championship in accordance with the tables below.
  - i. KZ2, KA1 and KA2

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

- ii. TaG 125, X30, KA3 Senior, KA4 Junior, Cadet 12, Cadet 9

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

### 37 - Championship Points - Teams

- A Driver is only able to score points for one (1) Team in any Round.
- 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.
- 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.
- 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.
- 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.

### 38 - Championship Results When a Tie Exists

- Drivers
  - 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.
  - The Driver with the greater number of first places will assume the higher place in the final Championship order.
  - 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.
- Manufacturers
  - 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.
  - The Manufacturer with the greater number of first places will assume the higher place in the final Championship order.
  - If this fails to break the tie, then the Manufacturer with the greater number of second places will assume the higher place in the Championship order, and so on until the tie is broken.
- Teams
  - 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.
  - The Team with the greater number of first places will assume the higher place in the final Championship order.
  - If this fails to break the tie, then the Team with the greater number of second places will assume the higher place in the Championship order, and so on until the tie is broken.

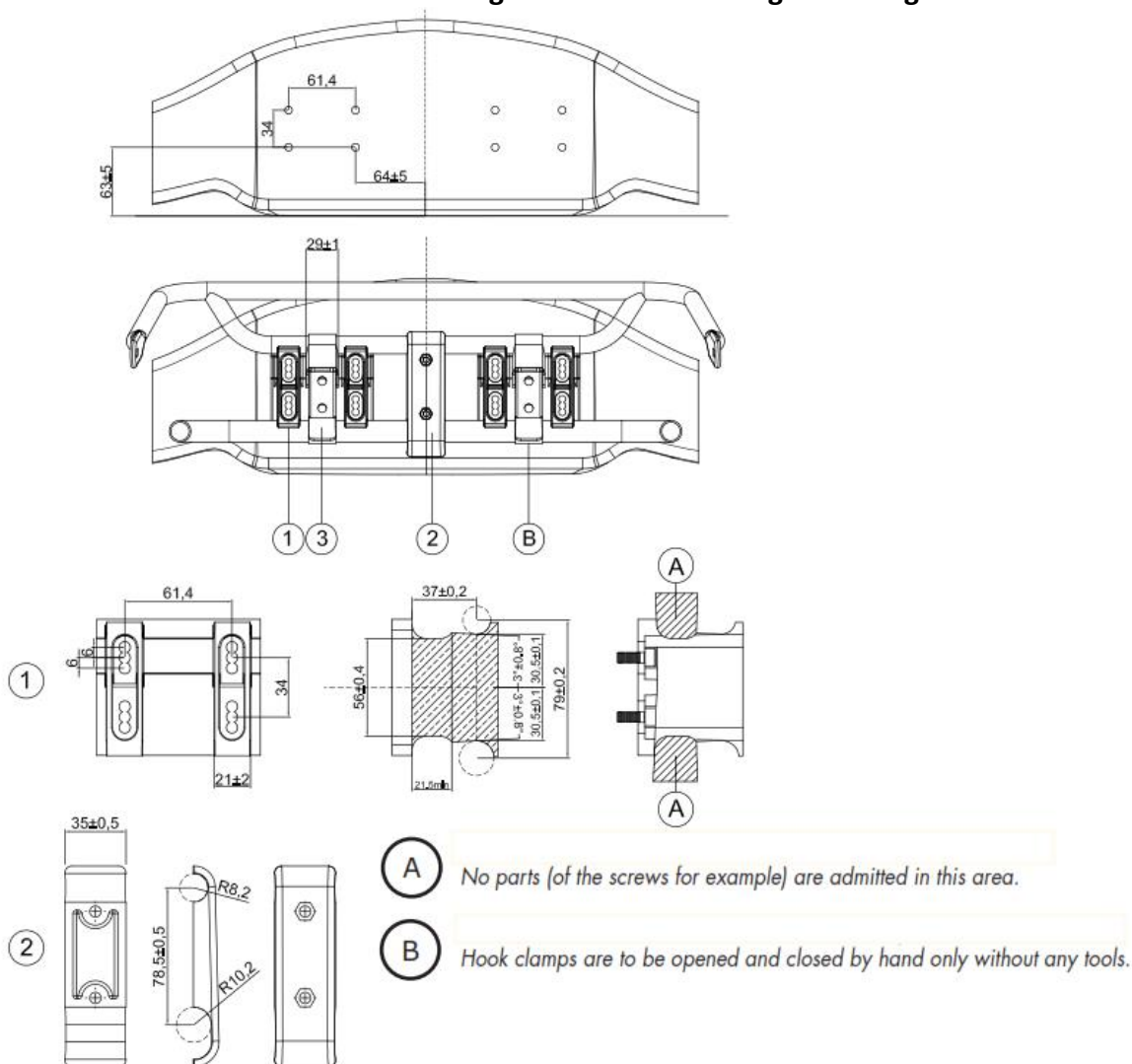
### 39 - Engine Claiming – KA1, KA2, KA3 Senior, KA4 Junior, Cadet 12, Cadet 9

- Engine claiming rules will apply to the KA1, KA2, KA3 Senior, KA4 Junior, Cadet 12, Cadet 9 Classes in the AKC.
- Any Competitor wishing to claim the engine of a fellow Competitor in their Class or Division (the "Claim") may do so in accordance with these Rules:
  - No later than 15 minutes after the end of the last Race in the Class or Division 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) place getters 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 \$1000.00.
    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 Claimor 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 Scrutineer;
    - 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) The Claimee or any entity related to the Claimee as determined by KA shall not be entitled to use the Engine in a Championship Race Meeting at any time in the next two (2) years from the date of the Claim (the “**Excluded Use Period**”).
    - i. If the Claimee or any entity related to the Claimee as determined by KA shall breach the Excluded Use Period, they will be excluded from that Championship Race Meeting and will be precluded from entering the next two (2) Championship Race Meetings, even if those Race Meetings are in another Championship year.
  - i) Unless force majeure provisions apply with respect to the Engine, the Claimor must use the Engine at the next Championship Race Meeting that they enter in a Class that uses the same Engine (in either restricted or unrestricted format), even if that Race Meeting is in another Championship year.
    - i. If the Claimor does not use the Engine in such Race Meeting they will lose all points from that Race Meeting; and
    - ii. Will be required to pay to the Claimee an additional \$1,000.00.
  - j) If the Claimee refuses to sell the Engine to the Claimor in accordance with these Rules, the Driver that used the Engine in that Race Meeting will forfeit all points scored at that Race Meeting.
  - k) 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.
  - l) No Competitor will be required to sell more than two (2) engines in accordance with these Rules in any calendar year.

## APPENDIX 1: TECHNICAL DRAWINGS AND EXPLANATIONS

### CIK-FIA Technical Drawing No.2c – Front Fairing Mounting Kit



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

#### Definition - Front Fairing Mounting Kit

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

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

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

Update Log	

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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