



2019 SP Tools Australian Kart Championship Sporting Regulations

CHAMPIONSHIP CLASSES

KZ2

KA2

KA3 Senior (Championship Weight)

KA4 Junior (Championship Weight)

TAG 125 (Championship Weight)

X30 (Light Weight)

CADET 12

CADET 9



1 - Preamble & Jurisdiction

- a) The Australian Karting Association trading as Karting Australia (“KA”) will organise the 2018 **SP Tools Australian Kart Championship** (the “**Championship**”) for Drivers in: KZ2, KA2, KA3 Senior (Championship Weight) KA4 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 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 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 2019 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:

i) Round 1	February 15 - 17	Ipswich, Queensland
ii) Round 2	March 29 - 31	Newcastle, New South Wales
iii) Round 3	May 17 - 19	Monarto, South Australia
iv) Round 4	July 19 - 21	Emerald, Queensland
v) Round 5	August 30 - September 1	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) The classification of the Ladies Trophy (**Ladies Trophy**) will be established through the results of the female Drivers from all Rounds of the Championship.
- j) 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 these Championship Regulations in accordance with the Rules.
 - i) **KA CEO:** Kelvin O'Reilly
 - ii) **Championship Manager:** Lee Hanatschek
 - iii) **Championship Officials:** Mark Horsley, John Wishart, Glenn Wall, John Reynolds, Nicholas Rudzinski, Phil Lane, Gail Woolner, Russell White, Pam Arnett, Andrew Broadbent, Annette English, Craig Denton
 - iv) **IT and Communications Officer:** Nicholas Rudzinski
 - v) **AKC Technical Delegate:** Ashley Woolner
 - vi) **Chief Scrutineer:** Ashley Woolner
 - vii) **Championship Scrutineers:** TBA
 - viii) **Commentator:** Matt Payne
 - ix) **Safety Delegate:** Craig Denton
 - x) **KA Safety and Risk Manager:** Tony Manson
 - xi) **Operations Manager:** Craig Nayda
 - xii) **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) All Competitors will be required to Register for the Championship prior to entering the first Round in which they intend to Compete.
 - ii) Championship Registration must be completed using the on-line Championship Registration Form
 1. The on-line Championship Registration Form can be found at this address: <http://www.karting.net.au/australian-kart-championship/akc-registration>
 - iii) Registration for the 2019 Championship will open on 10 January 2019.
 1. Championship Registration will remain open up to and including the closing date for entry into the last Round.
- 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 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) Competitors 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 retain the same Competition number that is allocated at Round One for all remaining Rounds. 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.
- b) For Competitors who enter on a Round by Round basis, Competition Numbers will be issued via the requests on the Karting Australia CMS. 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, 3, 4 and 5 are reserved for allocation by KA.

9 - 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		KA Cadet 12 B or C grade	KartSport NZ Tier 1 and 2
Cadet 9		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 Track, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at a Round. The Mechanic and Pit Crew licence are available through CMS.

10 - Entries & Minimum Entries

- a) Details of the entry method will be listed in the Supplementary Regulations for each Round of the Championship.
- b) Unless otherwise prescribed in Supplementary Regulations, the closing date for entries for each Round are as follows:

	Round Date	Venue	Entry Closing Date
Round 1	February 15-17	Ipswich (QLD)	25 January
Round 2	March 29-31	Newcastle (NSW)	8 March
Round 3	May 17-19	Monarto (SA)	27 April
Round 4	July 19-21	Emerald (QLD)	28 June
Round 5	August 30 – September 1	Port Melbourne (Vic)	9 August

- c) The Entry fees payable will be:
- Per Round: \$295.00 per Entry per Class; or
 - Full Championship: \$1350.00 per Entry per Class, which must be paid in full prior to the close of entries for Round 1.
- 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.
- e) If less than ten (10) genuine entries are received to constitute a Class or Division by the date listed for the close of entries then the Class or Division may not be contested.
- f) Any Driver whose entry is not accepted for any Class or Division shall be notified as soon as possible and the entry fee will be refunded.

11 - Circuits and Practice

- Circuits that are hosting a Round of the Championship will be open for practice and testing up until the close of entries for the Event.
- Unless otherwise specified in these Sporting Regulations and/or Supplementary Regulations, the Track shall be closed to all Competitors and their equipment as follows:

Round	Circuit	Track Close From 12:01am
1	Ipswich (QLD)	26 January
2	Newcastle (NSW)	9 March
3	Monarto (SA)	27 April
4	Emerald (QLD)	29 June
5	Port Melbourne	10 August

- The only exception to the dates specified in 11 b) herein will be as authorised by KA at their sole discretion.
- Unless otherwise specified in the Supplementary Regulations for a Meeting, the Track 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.
- The Penalties for Testing at a Championship venue after the Track Close date and prior to the Track Open date specified herein will be:
 - Exclusion of the Licence Holder/s from the 2019 and 2020 Championships and a fine of \$3000.00

12 - Administrative Checking & Scrutineering

- Administrative checking and scrutineering will take place at the time and venue as nominated in the Supplementary Regulations.
- 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.
- 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.
- Engine and Chassis seals will be issued and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- 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.
- It is the Competitor's responsibility to have a 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 - 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 advised via SMS.
- b) 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.
- c) Drivers and if required by these Regulations the Participant Licence holder of a Driver who fail to attend a briefing or sign the attendance sheet 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, out grid, the weigh scales area, the mechanical breakdown lane, 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 - 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 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 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.

16 - Chassis & Equipment

- a) **Chassis**
 - i) Chassis must comply with either the current KA Technical Regulations or the current CIK-FIA International Karting Regulations.
 - ii) Competitors in the KZ2 Class may register two (2) Chassis at each Round. All other Classes or Divisions are in accordance with the Rules.
 - iii) 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 grid area.
 4. 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.
- b) **General Equipment**
 - i) Competitors must present themselves and their equipment in a clean, well-maintained and professional manner at all times.
- c) **Cadet 9 and KA4 Junior Restrictors**
 - i) Cadet 9 and KA4 Junior Drivers will be issued a control restrictor by the Scrutineers at a time specified in Supplementary Regulations and/or the timetable for the Event.
 - ii) This restrictor must be fitted in accordance with the engine homologation papers for all sessions from the commencement of Qualifying until the completion of the Final race.

- iii) The restrictor must be returned to the Scrutineers at the completion of racing.
- iv) Failure to return the restrictor prior to 5.00pm on the final day of competition will result in a \$100.00 fine being imposed, the Driver may also forfeit all points scored at that Meeting and may not be permitted to enter the next Championship Event.
- d) **KA4 Rotors**
 - v) KA4 Junior Drivers must ensure that their engine is fitted with a type 'R' rotor as supplied by Remo Racing.

17 - 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.

18 - 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.

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 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.

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 the Competitor's transport vehicle.

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.

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 may result in a penalty.

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

- a) It is compulsory for all Competitors to 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 exclusion from the next practice session. In the event of it being the final session a \$200 fine will be imposed.
- b) A separate SD Card must be used for each Championship Class contested 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 0700 hours the next day, without the prior written permission of the Stewards.

24 - 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:
 - i) Each Driver must monitor the RMC on a listen only basis at all times during Practice, Qualifying and Racing.
 - ii) 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.
 - iii) The only person permitted to communicate on the RMC is the Race Director or their delegate.
 - iv) 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 Track.

25 - 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.

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 Heat Race one (1) and two (2) from fastest to slowest.
- b) Grid positions for Heat Race three (3) will consist of the lowest accumulated point scored from Heat Race one (1) and Heat Race two (2).
 - i) The Driver who has accumulated the least points in Heat Races 1 and 2 will start on Pole Position for Heat Race 3.
 - ii) The Driver who has accumulated the second least points in those Heat Races will start on Grid Position 2 for Heat Race 3 and so on until the grid is filled to Track Density.
- c) Grid positions for Heat Race four (4) will consist of the lowest accumulated point scorer from Heat Race one (1), Heat Race two (2) and Heat Race three (3).
 - i) The Driver who has accumulated the least points in Heat Races 1, 2 and 3 will start on Pole Position for Heat Race 4.
 - ii) The Driver who has accumulated the second least points in those Heat Races will start on Grid Position 2 for Heat Race 4 and so on until the grid is filled to Track Density.
- d) Grid positions for the Final Race will consist of the lowest accumulated point scorer from Heat Race one (1), Heat Race two (2), Heat Race three (3) and Heat Race four (4)
 - i) The Driver who has accumulated the least points in the four (4) Heat Races will start on Pole Position for the Final Race.
 - ii) The Driver who has accumulated the second least points in the Heat Races will start on Grid Position 2 for the final race and so on until the grid is filled to Track Density.

- e) For Heat Race 3, Heat Race 4 and the Final Race, 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 Heat Race 3, Heat Race 4 and the Final

- a) The point score outlined in this regulation will only be used to determine the Grid for Heat Race 3, Heat Race 4 and 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 - 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 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, 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) 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 save that the Race Director, with approval of the Stewards may nominate two (2) people to assist any Driver who has been unable to start in the situation where a start has been aborted, by pushing the Kart once the whole field has passed them.
- 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 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 st Place		12	25	9 th Place	2	7
2 nd Place		10	20	10 th Place	1	6
3 rd Place		8	16	11 th Place	1	5
4 th Place		7	14	12 th Place	1	4
5 th Place		6	12	13 th Place	1	3
6 th place		5	10	14 th Place	1	2
7 th Place		4	9	15 th Place through to the last classified finisher	1	1
8 th 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 be 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.
- g) Championship points are allocated to individual Drivers and are not transferable between Drivers.

36 - 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.

37 - 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) 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.
- e) 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 - 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 or Division at all Rounds of the Championship.

39 - Championship and Trophy Results When a Tie Exists

- a) Drivers
 - i) 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.

- ii) The Driver with the greater number of first places 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 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 each Championship Meeting conducted.
 - 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.
- 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 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 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 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 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 each Championship Meeting conducted.
 - ii) The Driver with the greater number of first places 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 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 each Championship Meeting conducted.
 - 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.

40 - Engine Claiming – KA2, KA3 Senior, KA4 Junior, Cadet 12, Cadet 9

- a) Engine claiming rules will apply to the KA2, KA3 Senior, KA4 Junior, Cadet 12, Cadet 9 Classes in the AKC.
- b) 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:
 - i) No later than 15 minutes after the end of the last Race in the Class or Division at the 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 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. For the sake of clarity, the 2018 recommended retail prices of the Engines are:
 - Vortex Mini Rok (Cadet 9, Cadet 12) \$2870.00
 - IAME KA100 (KA4 Junior, KA3) \$3150.00
 - Vortex Rok DVS Junior (KA2) \$4190.00
 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 of the end of the Race (as determined by the official Championship time)
- 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 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 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 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 Meeting and will be precluded from entering the next two (2) Championship Meetings, even if those 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 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.
 - 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 Meeting will forfeit all points scored at that 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.

41 - 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 9.0kg 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 AKC 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 the Operations Manager;
 - 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.**

Update Log	

Deletions are black strike through, additions are red text.

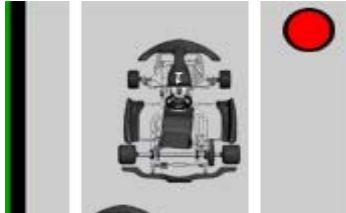

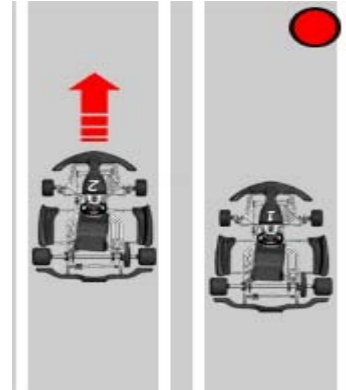

IMPORTANT NOTE

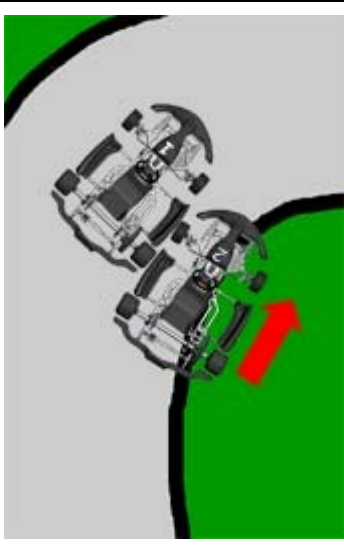
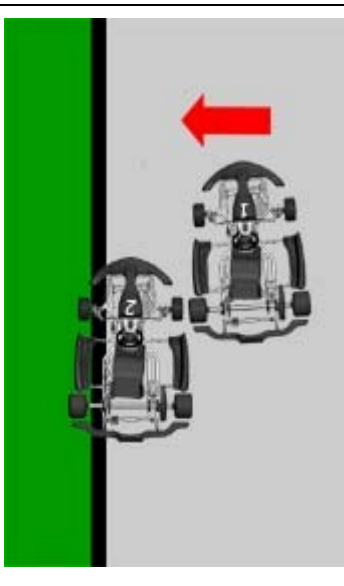
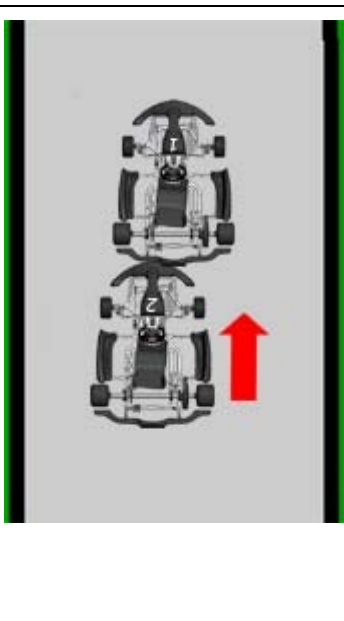
These Championship Sporting Regulations are correct at the time of publication but are subject to change by KA.

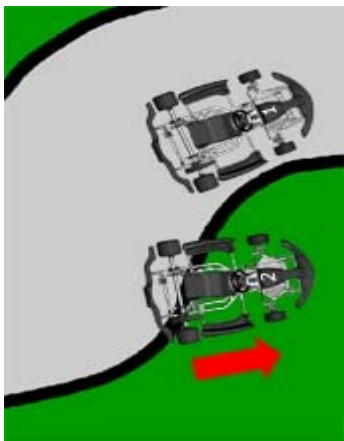
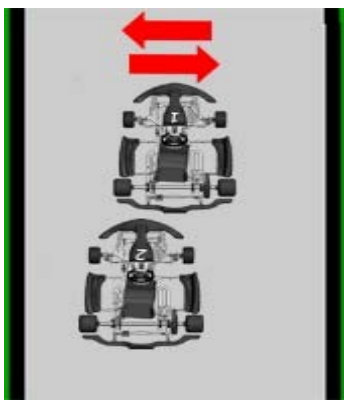
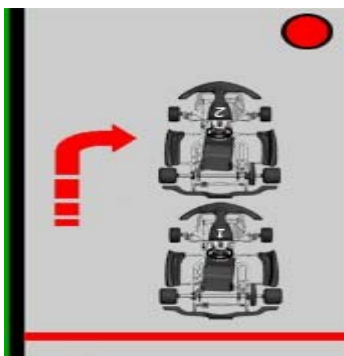
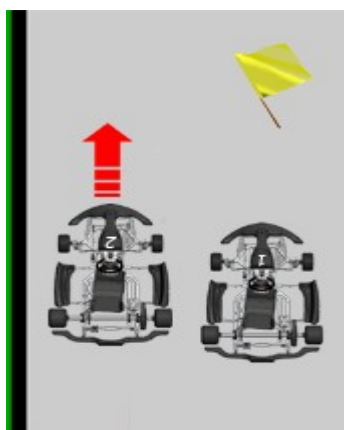
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APPENDIX 1: CODE OF DRIVING CONDUCT – INCIDENTS & PENALTIES

- 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 or 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 has been released. Leaving means the tyres are completely outside the line.</p>		<p>General:</p> <p>A +3 Seconds</p> <p>B +10 seconds</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 has been released. Leaving means the tyres are completely outside the line.</p>		<p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>Not relevant</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>+10 seconds</p> <p>Without Advantage:</p> <p>Not relevant</p> <p>With Advantage:</p> <p>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>Not relevant</p> <p>Without Advantage:</p> <p>Reprimand</p> <p>With Advantage:</p> <p>+10 seconds if "Careless"</p> <p>Exclusion 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” Exclusion 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 drop-out. 		<p>General:</p> <p>Not relevant</p> <p>Without Advantage:</p> <p>Reprimand</p> <p>With Advantage:</p> <p>+10 seconds if “Careless” Exclusion 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 drop-out 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 drop-out 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 it's 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>