



2020 GENERAL COMPETITION REGULATIONS

FOR

AUSKART 2020 LAKESIDE CHAMPIONSHIP SERIES

AUSKART 2020 SEQ CHAMPIONSHIP SERIES



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Interpretation

Regulations

Regulations noted in this document are a collective of objectives, rules and procedures to regulate decisions and achieve manageable outcomes. These are determined by the Auskart Racing Inc. Committee and reviewed quarterly to ensure safety is maximized in order to conduct Go Kart racing.

Objectives

Objectives are a basic explanation of the specific outcomes and results that Auskart Racing Inc. aims to achieve. These are the underlying principles for all proceeding rules and procedures.

Rules

Rules are an accepted principle or instruction that states what you are allowed or are not allowed to do.

Procedures

Procedures are in place where applicable. Certain processes are defined as a fixed, step-by-step sequence of actions that must be followed for either safety or efficiency.

Reviewers	Review Date	Review Date	Review Date	Review Date
President				
Vice-President				
Secretary				
Vice-Secretary				
Treasurer				
Vice-Treasurer				
Scrutineer(s)				
Clerk of Course				

Supplements and Amendments

Throughout the season the 2020 GCR may require changes, clarity or revision, due to feedback or issues arising. Which may fall outside of the quarterly review dates and require immediate attention. The footnote says "Auskart Racing Inc. reserve the right to alter, amend & retract parts of the 2020 General Competition Regulations at any time". These changes will be communicated by Supplement or Amendment and implemented at the quarterly reviews.

Supplement: is the submission of additional information to provide clarity to an objective, rule and/or procedure that needs additional clarity to be clearly understood.

Amendment: is the submission to change or override an objective, rule and/or procedure that needs to be revised in order to deal with issues & situations that may present themselves.

1 Auskart Racing Inc.

1.1 Mission Statement

Auskart Racing Inc. is a family friendly community-based sporting club in the Moreton Bay Region with our home track being the Iconic Lakeside Raceway.

Our aim is to provide a fun, safe, enjoyable environment that encourages all participants to have a go and contribute to the Club. Our success will be measured by the pride our members take in the club and our reputation throughout the community.

1.2 Sanctioning Authorities

All race events organised by Auskart Racing Inc. are sanctioned by Racers.



All event supplementary regulations are to be read in conjunction with the Racers Event Operating Manual available on the RACERS website.

1.3 General Terms and Conditions of Membership & Association.

Any and all memberships are conditional upon abiding by this document and all referenced documentation.

Every competitor, as well as support crew and teams participating in Auskart Racing Inc. shall ensure that they have acquainted themselves with these regulations, understand or seek explanation of regulations prior to competing.

By becoming a member of Auskart racing you consent to the taking of imagery (photographs and videos) by Auskart racing or their authorized agents for use in promotional and media activity.

1.3.1 Club Code of Conduct

Applies to all in attendance at all events.

At all events, Members must participate in accordance with the general competition regulation, supplementary regulations and all referenced documentation.

The defamation or slandering of sponsors, their agents, racetrack owners, race organizers and their officials as well as Auskart Racing Inc., its Committee and associate members shall not be tolerated. This includes expression in either verbal or written form in public forums including newspapers and/or the internet. Persons found to have done so may incur a ban for a period depending on the nature of such comments.

1.3.2 Social media usage

It is acceptable for a participant to do a personal posting, blog or tweet. However, any such postings, blogs or tweets should be in a first-person, diary- type format and should not be in the role of a journalist - i.e. they must not report on competition or comment on the activities of other participants or accredited persons, or disclose any information which is confidential or private in relation to any other person or organization. A tweet is regarded in this respect as a short blog and the same guidelines are in effect, again, in first-person, diary-type format. Postings, blogs and tweets should at all times conform to the highest standards of behaviour and sportsmanship, be dignified and in good taste, and not contain vulgar or obscene words or images.

When participants choose to go public with any comments, opinions and any other material in any way, including on a posting, blog or tweet on any social media platforms or on any websites, they are solely responsible.

Participants post their opinions and any other materials at their own risk and they should make it clear that the views expressed are their own. Violations of these guidelines may result in penalties being applied including exclusion and suspension.

Auskart Racing Inc. does not condone live streaming to social media of any event, without prior consent from race participants and Auskart Racing Inc. Committee members and to do so may result in penalties being applied including exclusion and suspension.

2 Championship Competition Regulations

2.1 Championship Competition Objectives

Auskart Racing inc. runs a Championship that it hopes will promote and encourage good sportsmanship, in a friendly competitive environment.

2.2 Championship Competition Rules

2.2.1 Class Weight

At the end of each race the Scales Marshal will elect kart(s) to weigh. If a kart is under the minimum class weight the driver will face a penalty as per table 2.3.4 *Penalties*.

If multiple drivers are used in one race (such as in endurance racing with optional driver changes), then all drivers must be included in weigh-ins with the competing Kart. The minimum weight requirement for the class must be met with each driver as per 3.2 *Race Class Rules*. If a Driver is under the minimum class weight both drivers will face a penalty as per table 2.3.4 *Penalties*.

2.2.2 Scrutineering & Self- Scrutineering

Karts which do not meet their Class requirements as per 3.2 *Race Class Rules*, will face a penalty as per table 2.3.4 *Penalties*.

2.2.3 Transponder Swapping & Changes

Swapping Transponders during an event is prohibited unless it is to replace a faulty or broken transponder. This issue must be reported to scrutineering & the timekeeper prior to racing.

2.2.4 Driver Swapping & Changes

Drivers must compete in the Kart they entered the event with, during an event swapping karts is prohibited unless it is due to a damaged Kart. This issue must be reported to scrutineering & the timekeeper prior to racing. The minimum weight requirement for the class must be met as per 3.2 *Race Class Rules*.

2.2.5 Class Swapping & Changes

Drivers must compete in the Class they started the Season in, during the year changing Classes is permitted. However, championship points will not be transferred between Classes. Any changes must be reported to prior to entering any Events or Racing. The minimum weight requirement for the class must be met as per 3.2 *Race Class Rules*.

2.2.6 Championship Points System

Championship Points are awarded as per table below.

Finishing Place	Qualifying Points	Sprint Race Points	Hill Climb or Gymkhana	Enduro Race Points
1 st	5	40	40	80
2 nd	4	33	33	66
3 rd	3	28	28	56
4 th	2	24	24	48
5 th	1	20	20	40
6 th	0	17	17	34
7 th	0	14	14	28
8 th	0	12	12	24
9 th	0	10	10	20
10 th	0	8	8	16
11 th	0	6	6	12
12 th	0	4	4	8
13 th	0	2	2	4
14 th +	0	1	1	2
Did Not Finish (DNF)	0	0	0	0
Did Not Start (DNS)	0	0	0	0
Disqualified (DQ)	0	0	0	0

Auskart Racing inc reserve the right to alter, amend & retract parts of the 2020 General Competition Regulations at any time. This specification and all information contained herein remain intellectual property of Auskart Racing inc at all times, with all rights reserved.

All Competitors loose one round each Championship season to drop from their points total. This would either be a round that they did not attend or their lowest scoring round if they competed in all rounds of the Championship. This excludes rounds that are cancelled.

2.3 Championship Competition Procedures

2.3.1 Championship Sprint Round Race Event

Sprint races are conducted as per the supplementary regulations. This covers track layout, class consolidation, number of laps, starting format and running format.

2.3.1.1 Championship Sprint Round Qualifying

Timed qualifying rounds will be conducted for each class to determine grid positions for Race 1. By this method, the grid positions for Race 1 are based on the order of individual best lap times.

2.3.1.2 Championship Sprint Round Race(s)

Grid positions for Race 1 are as per Qualifying order.

Finishing positions for Race 1 will be considered qualifying order for Race 2.

By this method, the grid positions for Races are based on the finishing positions of the previous race.

Points allocated as per the table under 2.2.3 *Championship Points System*. Penalties deducted as per the table 2.3.4 *Penalties*.

2.3.2 Championship Endurance Round Race Event

Endurance races are conducted as per the supplementary regulations. This covers track layout, class consolidation, number of laps, starting format and running format.

2.3.2.1 Championship Endurance Round Qualifying

Timed qualifying rounds will be conducted for each class to determine grid positions for Race 1. By this method, the grid positions for Race 1 are based on the order of individual best lap times.

Where 2 Drivers are teaming up, the fastest qualifying time of the fastest driver will be used.

2.3.2.2 Championship Endurance Round Race(s)

Grid positions for Race 1 are as per Qualifying order.

Finishing positions for Race 1 will be considered qualifying order for Race 2.

By this method, the grid positions for Races are based on the finishing positions of the previous race.

Mandatory pit stops will apply as per the supplementary regulations.

Points allocated as per the table 2.2.3 *Championship Points System*. Penalties deducted as per the table 2.3.4 *Penalties*.

2.3.3 Championship Hill Climb/Gymkhana Round Event

Hill Climb/Gymkhana events are conducted as per the supplementary regulations. This covers circuit layout and other details.

2.3.3.1 Rounds

Timed circuit rounds will be conducted for each individual Driver in each class.

2.3.3.2 Placings & Points

Finishing positions will be determined by Drivers circuit times.

Points allocated as per the table 2.2.3 *Championship Points System*. Penalties deducted as per the table 2.3.4 *Penalties*.

2.3.4 Formal Protest Lodgement(s)

Due to the nature of protests, evidence gathering, corroborating facts and obtaining witness statements. All protests must be submitted strictly in accordance with timelines stated.

The right to protest lies solely with the Driver or Parent/Gradian for a minor who is a party to a dispute about an act or omission of another Competitor or Official in an event in which they have taken part.

2.3.4.1 Qualifying & Race Results

All race results are considered provisional until the Drivers next race or 60min(s) after said race.

Any protests outside of this timeline or after the event as noted on the Supplementary Regulations will be considered void. No exemptions.

2.3.4.1.1 Transponder Failure

Where Transponders have failed and have not registered a result, where practical, all efforts will be made to ensure the amended placings are in place before the next race.

2.3.4.1.2 Timing System Failure

Where the timing system has failed and has not registered consistent results, where practical, all efforts will be made to ensure the amended placings are in place before the next race.

Alternatively, the race may be scrapped/cancelled at the Officials discretion.

2.3.4.2 Driver Misconduct (On Track)

Any protests must be made before the Drivers next race or 60min(s) after said race. You are required to approach an Official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered void. No exemptions.

2.3.4.3 Driver Misconduct (Off Track)

Any protests must be made during the event. You are required to approach an official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered, providing satisfactory evidence can be obtained.

2.3.4.4 Other

Any protests must be made during the event. You are required to approach an Official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered, providing satisfactory evidence can be obtained.

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2.3.5 Penalties

Penalties are at the discretion of the relevant Authority and are considered final.

	Authority	Penalty Description	Notes	Penalty
Behaviour	COC, Committee & Officials.	Failure to comply with Officials Instructions – Administration		Not permitted to run at event.
	COC, Committee & Officials.	Failure to comply with Officials Instructions – Competition		No Points or Placings for the round.
	COC, Committee & Officials.	Failure to comply with Officials Instructions – Safety		Expelled from the venue.
	COC, Committee & Officials.	Aggressive/threatening behaviour to other people, an Official, an Event Organiser.		Expelled from the venue and/or referred to authorities (QPS).
	COC, Committee & Officials.	Consumption of Alcohol or other illicit substances during a meeting		Expelled from the venue and/or referred to authorities (QPS).
	COC, Committee & Officials.	Impairment due to alcohol & other illicit substances		Expelled from the venue and/or referred to authorities (QPS).
Venue	COC, Committee & Officials.	Any additional Venue rules and regulations will be noted in the supplementary regulations for each round.		As per supplementary regulations for each venue.
Scrutineering	COC, Committee & Officials.	Fraudulent and unsporting competitive behaviour (Scrutineering, Administration or Competition).		Loss of Championship Points for Round or not permitted to run at event.
	COC & Officials.	Kart does not pass scrutineering (Technical Safety).	This extends to repairs made mid-race, due to the urgency and nature the COC or Grid marshal will do a visual spot check prior to re-joining.	Identified at Scrutineering - Not permitted to run at event until issue(s) resolved and scrutineered.
			The onus and responsibility is on the Kart owner/Driver or Parent/Gradian to ensure the Kart is Safe to proceed.	Identified by random spot check - Not permitted to run at event until issue(s) resolved and scrutineered. Mid-Race Damage - Not permitted to re-join until issue(s) resolved and checked by official (COC or Grid Marshal).

	Officials	Kart does not pass scrutineering (Class Requirements)	Incorrect; Engine, Muffler, Tyres, Clutch tooth count, Sprocket tooth count etc.	Identified at Scrutineering - No Points or Placings for the round until issue(s) resolved and scrutineered.
On Track (Racing infringements)	COC	Jumping ranks or braking formation during a rolling start, prior to Green Flag.		Black & White Flag -10 Championship Point penalty applied post-race per offence.
	COC	Short cutting the kerbs or dislodging any cones.		Black & White Flag -1 Championship Point penalty applied post-race per offence.
	COC	Avoidable Collision (deemed unintentional)	Causing a collision by; unsafe re-join after coming off, tending to Kart issues and Driver Apparel on track while in motion.	Black Flag Drive through Penalty per offence.
	COC	Dangerous Driving (deemed intentional)	Any intentional Kart contact.	Black Flag Not permitted to run at event. -100 Championship Point penalty applied post-race. (Minimum)
	COC	Overtaking under Local Yellow, Full Course Yellow or Red Flags.		Black Flag Race disqualification, no Points or Placings & Drive through Penalty per offence.
	COC	Unsafe Driving under full Course Yellow or Red	Unsafe driving examples; Aggressively swerving to warm tires, failing to slow down near hazard.	Black Flag Race disqualification, no Points or Placings & Drive through Penalty per offence.
	Off Track	Officials	Under class weight at race finish.	
COC, Committee & Officials.		Speeding in Pit Lane or Public Area		-10 Championship Point penalty applied post-race per offence.
	COC, Committee & Officials.	Working on Kart in Pit Lane	Acceptable; mid-race repairs, minor adjustments only. Unacceptable; changing sprockets, Tyres, major adjustments.	-10 Championship Point penalty applied post-race per offence.

Serious breaches of the rules and above-mentioned penalties will be referred to the Sanctioning Authority and dealt with as per their Regulations.



3 Race Class Regulations

3.1 Race Class Objectives

The factory standard 4 Stroke Engine is the foundation of Auskart Racing Inc. and is run for all Junior and Senior classes excluding Open Performance. The purpose is to promote a more level playing field and to eliminate "cheque book racing syndrome" by reducing the high costs of engine blue-printing and performance modifications, together with the resultant intensive maintenance.

3.2 Race Class Rules

3.2.1 Defined Race Class - Quick reference table

The following table is supplied as a quick reference, for full details of each class refer below. Drivers and potential new drivers should consult this table to determine the most appropriate Class for them.

Racing Class	Sub-Class	Age	Min. Weight	Engine	Gearing	Tyre	Muffler
Bambino		6-8	N/S	Up to 100cc 4 stroke	N/S	Dunlop SL1A	N/S
Cadet A	Class A	7-11	N/S	Subaru EX21	20:70 +/- 2 Drive	Dunlop SL1A	Stock
Cadet B*	Class B	7-11	N/S	Torini Clubmaxx 210 (Cadet) TC210CEK-C	N/S	Dunlop DFH or Vega VAH	Stock
Junior Light		11-16	110 kg	Subaru KX21	20:70 +/- 2 Drive	Dunlop SL1	N/S
Junior	Class A	11-16	130 kg	Subaru KX21	20:70 +/- 2 Drive	Dunlop DFH	N/S
Junior	Class B	11-16	130 kg	Torini Clubmaxx 210 (Junior) TC210CEK	N/S	Dunlop DFH or Vega VAH	Stock
Senior Light	Class A	16+	155 kg	Subaru KX21	20:70 +/- 2 Drive	Dunlop DFH	N/S
Senior Light	Class B	16+	155 kg	World Formula	17:69 +/- 2 Drive	Dunlop DFH	N/S
Senior Light	Class C	16+	155 kg	Torini Clubmaxx 210 (Senior) TC210CEK	N/S	Dunlop DFH or Vega VAH	Stock
Senior	Class A	16+	175 kg	Subaru KX21	20:71 +/- 2 Drive	Dunlop DFH	N/S
Senior	Class B	16+	175 kg	World Formula	17:70 +/- 2 Drive	Dunlop DFH	N/S
Open Performance Single		16+	170 kg	Ref: Below		MG Red minimum	Stock
Open Performance Twin		16+	185 kg	Ref: Below	20:66 +/- 2 Drive	MG Red minimum	N/S

N/S – Not specified

Stock – As per Engine manufacturers specifications (components may be supplied/additional with Engine).

Note: Gearing specified is for the DTC Lakeside Raceway. Away rounds vary as per the supplementary regulations.

* Cadet B is a provisional Class new for 2020, Auskart Racing Inc. reserves the right to make any necessary parity or safety amendments as required. Class not to be consolidated with Cadet A.

3.2.2 Defined Race Classes – Full Definitions

Auskart Racing Inc. runs classes for all ages, ranging from the youngest in Bambino Class, through Junior, Senior and Open Performance (including twin-engines). Specific regulations in respect to engine type, weights, tyres etc. are detailed below.

3.2.2.1 Bambino

Sub-Class:	N/A	
Age:	6-8	
Minimum Weight:	Not Specified	Kart + Driver & Personal Protective Equipment
Engine:	Up to 100cc 4 stroke	
Clutch Gearing:	Not Specified	
Drive Sprocket Gearing:	Not Specified	
Dry Tyres:	Dunlop SL1A	
Muffler:	Not Specified	
Notes:	* Class not to be consolidated.	

3.2.2.2 Cadet A

Sub-Class:	Class A	
Age:	7-11	
Minimum Weight:	Not Specified	Kart + Driver & Personal Protective Equipment
Engine:	Subaru EX21	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Dry Tyres:	Dunlop SL1A	
Muffler:	Stock	
Notes:	Class not to be consolidated with Cadet B.	

3.2.2.3 Cadet B*

Sub-Class:	Class B	
Age:	7-11	
Minimum Weight:	Not Specified	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210 (Cadet) TC210CEK-C	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Dry Tyres:	Dunlop DFH or Vega VAH	
Muffler:	Stock	
Notes:	* Cadet B is a provisional Class new for 2020, Auskart Racing Inc. reserves the right to make any necessary parity or safety amendments as required. Class not to be consolidated with Cadet A.	

3.2.2.4 Junior Light

Sub-Class:		
Age:	11-16	
Minimum Weight:	110 kg	Kart + Driver & Personal Protective Equipment
Engine:	Subaru KX21	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Tyres:	Dunlop SL1A	
Muffler:	Not Specified	
Notes:	Class not to be consolidated with Junior – Class A or B.	

3.2.2.5 Junior – Class A

Sub-Class:	Class A	
Age:	11-16	
Minimum Weight:	130 kg	Kart + Driver & Personal Protective Equipment
Engine:	Subaru KX21	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Tyres:	Dunlop DFH or Vega VAH	
Muffler:	Not Specified	

3.2.2.6 Junior – Class B

Sub-Class:	Class B	
Age:	11-16	
Minimum Weight:	130 kg	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Tyres:	Dunlop DFH or Vega VAH	
Muffler:	Stock	

3.2.2.7 Senior Light - Class A

Sub-Class:	Class A	
Age:	16+	
Minimum Weight:	155 kg	Kart + Driver & Personal Protective Equipment
Engine:	Subaru KX21	
Clutch Gearing:	20 Tooth Clutch	
Drive Sprocket Gearing:	68, 69, 70, 71 & 72 tooth sprockets.	
Tyres:	Dunlop DFH	
Muffler:	Not Specified	

3.2.2.8	Senior Light - Class B	
	Sub-Class:	Class B
	Age:	16+
	Minimum Weight:	155 kg Kart + Driver & Personal Protective Equipment
	Engine:	World Formula
	Clutch Gearing:	17 Tooth Clutch
	Drive Sprocket Gearing:	67, 68, 69, 70 & 71 tooth sprockets.
	Tyres:	Dunlop DFH
	Muffler:	Not Specified
	3.2.2.9	Senior Light - Class C
Sub-Class:		Class C
Age:		16+
Minimum Weight:		155 kg Kart + Driver & Personal Protective Equipment
Engine:		Torini Clubmaxx 210
Clutch Gearing:		N/S
Drive Sprocket Gearing:		N/S
Tyres:		Dunlop DFH or Vega VAH
Muffler:		Stock
3.2.2.10		Senior - Class A
	Sub-Class:	Class A
	Age:	16+
	Minimum Weight:	175 kg Kart + Driver & Personal Protective Equipment
	Engine:	Subaru KX21
	Clutch Gearing:	20 tooth Clutch.
	Drive Sprocket Gearing:	69, 70, 71, 72 & 73 tooth sprockets.
	Tyres:	Dunlop DFH
	Muffler:	Not Specified
	3.2.2.11	Senior - Class B
Sub-Class:		Class B
Age:		16+
Minimum Weight:		175 kg Kart + Driver & Personal Protective Equipment
Engine:		World Formula
Clutch Gearing:		17 tooth Clutch.
Drive Sprocket Gearing:		68, 69, 70, 71 & 72 tooth sprockets.
Tyres:		Dunlop DFH
Muffler:		Not Specified

3.2.2.12 Open Performance Single

Sub-Class:		
Age:	16+	
Minimum Weight:	170 kg	Kart + Driver & Personal Protective Equipment
Engine:	Championship engine modified to max 250cc	Not Specified
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Tyres:	MG Red	Minimum.
Muffler:	N/S	

3.2.2.13 Open Performance Twin

Sub-Class:		
Age:	16+	
Minimum Weight:	185 kg	Kart + Driver & Personal Protective Equipment
Engine:	Torini or Honda GX 200 (SEK Spec) or Twin Modified	
Clutch Gearing:	20 tooth Clutch	
Drive Sprocket Gearing:	64, 65, 66, 67 & 68 tooth sprockets.	
Tyres:	MG Red	Minimum.
Muffler:	N/S	
Oil cooling:	Engines are permitted to run external or additional oil cooling.	

3.3 Race Classes Procedures

3.3.1 Weighing Procedure

Under Section 3 *Race Class Regulations*, are set a minimum weight provision for each class. This weight specification incorporates the weight of the kart, the driver and all PPE. All karts must always maintain the minimum weight for their class before, during and after the race (see also 2.3.1 Class Weight).

Karts that are shared between drivers in different classes (e.g. a Junior/Senior, a Senior Light/Heavy) must be minimum weight compliant for each class. Drivers may need to adopt a method of quickly removable weights.

3.3.2 Scrutineering

Each class has variations (Engine, Gearing, Tyres & Exhaust) which are examined at scrutineering. Ensure your kart conforms to the Regulations and Supp Regs. Karts which do not meet class requirements will face a penalty as per 2.3.4 *Penalties*.

4 Technical (Vehicle safety) Regulations

4.1 Technical (Vehicle safety) Objectives

Auskart Racing Inc. manages the Technical requirements of all competitors' karts that enter our events with a strong focus on safety.

4.2 Technical (Vehicle safety) Rules

The technical specifications herein are applied to all Karts in all classes. The kart is the whole frame and any accessories and fixtures including the engine and its ancillaries. Drivers or Parents/Guardians for minors, are wholly responsible for ensuring their kart(s) meet the Technical (Vehicle safety) Rules & Regulations as well as complying with section 3 *Race Class Regulations*.

4.2.1 Fastening & Fitment Requirements

All fasteners are to be as per manufacturers specifications.

Where no specification exists minimum Grade 8.8 Bolts & self-locking nuts to be used.

Fitments are to be as per manufacturers specifications.

Components are not to offer excessive movement or play.

4.2.2 Repairs & Damage (Race Day)

Should any body part be damaged beyond repair and such damage precludes the possibility of re-attachment drivers may be given permission to continue at the discretion of the Race Director. Such discretion will only be exercised upon presentation of the damaged component and satisfactory evidence that the damage was caused accidentally.

Broken and damaged plastics must be repaired or replaced. (Race tape may be used on race days as a temporary repair). Bodyworks should be presented in a uniform colour and/or be painted in a theme or have a designed sticker kit applied.

4.2.3 Engine Mounts

Must be constructed of Metal and have 2 points of attachment to the Frame. May take any form but must comply with the manufacturer's specifications or be purpose built for Go Kart Racing application and use.

Must meet *4.2.1 Fastening & Fitment Requirements*.

4.2.4 Engines

Excluding Open Performance, all Classes are to use 4 Stroke engines that must be stock standard as per original factory specifications and have no performance modifications.

Sump bolts and dipsticks are to be drilled and wired.

Must meet *4.2.1 Fastening & Fitment Requirements*.

4.2.5 Engine protection components

A component designed to protect and prolong the life of an engine (even if not original specification) may be permitted. These may include oil-slingers or oil baffle pads in engines only.

4.2.6 Clutch

All karts must be fitted with a dry air cooled centrifugal clutches, which cannot be adjusted whilst fitted to the motor.

Must comply with the manufacturer's specifications.

May be configured as per the manufacturer's specifications.

Must meet *4.2.1 Fastening & Fitment Requirements*.

4.2.7 Chassis

No control chassis or Manufacturer is specified.

The Chassis must consist of a single frame constructed entirely from tubular steel.

Must not extend sideways beyond the outside wall of any tyre.

Ride heights should not exceed Manufacturers written specifications or be modified to do so.

The size of the chassis must be relevant to the height of the driver and Class.

The Chassis must not have any tack welding repairs.

The Chassis must not have any cracks in the Frame, mounting tabs or Rails.

4.2.8 Fuel tank

The tank must be purpose-designed and constructed from approved fuel-compatible material. Designed in such a way that it does not present any danger of leakage.

It must be securely fixed to the chassis between the main tubes of the chassis-frame, ahead of the seat and behind the rotation axis of the front wheels.

The tank must supply the engine under normal atmospheric pressure. Any system, mechanical or not, which may have an influence on the internal pressure of the fuel tank is not permitted.

Capacity must be no more than 9 litres maximum.

Be fitted with an overflow bottle.

4.2.9 Fuel Lines

All fuel lines must be flexible and fuel-compatible.

Securely fixed at all connections using zip ties or hose clamps.

Must be securely fixed to the chassis at regular intervals, to prevent the fuel line dragging under the Kart.

4.2.10 Fuel Pump

Standard Pulse type fuel pumps only.

4.2.11 Floor tray

Must be a continuous, uniform, non-perforated rigid sheet made of steel, aluminium or carbon fibre. Stretching from the central strut of the chassis frame to the front of the chassis frame.

Must be fitted above the tags welded to the chassis at the front of the kart and all edges of the floor-tray. It must not protrude below the bottom of the chassis rails or extend beyond them.

Must be secured with Bolts and coneloc or nyloc nuts, threads facing upwards with no more than two (2) threads of the bolt are permitted to extend past the nut.

One hole with a maximum diameter of 40 mm is allowed for the sole purpose of steering column access.

Must have non slip coating or Heel cups installed.

4.2.12 Seat

A seat designed for bitumen karting must be used and must be constructed and mounted in such a manner to safely cope with all applied loads under all conditions.

The size of the seat must be relevant to the drivers requirements and minimise lateral and rearward movement of the driver.

Must be mounted within the constraints of the original intended position as per the Manufacturers documentation, with relevant seat mounting fixings.

The mounting of ancillary items (seat stays, ballast, weights, batteries, overflow bottle, fuel pump and the like) must not compromise the structural integrity of the seat.

4.2.13 Clutch Guard

All karts with an in-board clutch (clutch facing the seat) must have a metal clutch guard fitted between the seat of the kart and the clutch on the engine.

Clutch guards must be a continuous, uniform, non-perforated rigid sheet made of steel or aluminium. Any mechanical mounting may be used, must be securely fixed and not move freely.

4.2.14 Steering wheel

Must have a continuous outer rim and allow the driver to fully grip the outer rim.

It must be of a material that will not constitute a danger in the event of an accident.

May take circular shape with indents as designed by manufacturers

Must connect to the Steering Wheel Boss complying with Fastening & Fitment requirements.

4.2.15 Steering wheel Boss

The steering wheel Boss is to be manufactured of metal. May take any manufactured form (Extended, angled).

Connection of the Steering Wheel boss to the Steering Shaft Must meet 4.2.1 Fastening & Fitment Requirements. May be welded directly to the Steering Shaft.

4.2.16 Steering Shaft

Must comply with the kart manufacturer's specifications.

Connection of the Steering Shaft to the frame (opposite Sheeting Wheel) Must meet 4.2.1 Fastening & Fitment Requirements.

Connection of the Steering Shaft to the frame (just below the Steering Wheel) is through the steering shaft bush.

4.2.17 Steering Shaft Bush

Must comply with the kart manufacturer's specifications, may take any manufactured form.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.18 Steering Shaft Collar

Steering Shaft Collar must be fitted within 5mm of the lower edge of the upper steering shaft bush.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.19 Steering tie rods

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

rose joint

4.2.20 Stub Axels

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.21 King pin assembly

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.22 Rear Axle Bearing Carriers

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.23 Rear Axle Bearings

These must comply with the kart manufacturer's specifications.

Grub screws must meet all fastening and fitment requirements if used.

4.2.24 Rear axle collars

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.25 Rear Axle

Rear wheels to be driven by a one-piece axle shaft only. Axle must not protrude beyond the tyre.

4.2.26 Brake disc Hub/Carrier

These must comply with the kart manufacturer's specifications.

It is recommended that Axle keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.27 Brake disc

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.28 Brakes

One brake calliper should be fitted to the kart to be activated on one (1) rear axle mounted brake disc only. The disc must be made of metal, but can be vented and/or cross-drilled or slotted. Additional air ducting to the rear brake is permitted but must be securely attached. The use of front brakes is not permitted. (Open Class is permissible)

4.2.29 Sprocket Hub/Carrier

These must comply with the kart manufacturer's specifications.

It is recommended that Axle keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.30 Drive Sprocket

These must comply with the kart manufacturer's specifications.

May be split sprockets.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.31 Chain & pitch

The chain may be of any brand but must be a purpose-designed kart chain. There is no mandated chain pitch.

4.2.32 Chain guard

Chain guard must be mounted securely and must be attached to the clutch guard and cover $\frac{3}{4}$ down the back of the rear sprocket. Clutch guard must cover to a minimum of the horizontal centre line of the clutch down the front, adequately attached to the kart and made of metal and covering the clutch to a minimum of 50% of the distance of the balance of the chain to the rear of the kart or a suitable purpose built aftermarket clutch guard can be used, all at the discretion of the scrutineer.

4.2.33 Gearing

As per Technical Rules & Regulations for Classes

4.2.34 Pedals

Pedals must be mounted according to manufacturer's specifications. The accelerator pedal must have a return spring and a mechanical link only between the pedal and the carburettor. The brake pedal must have a secondary safety link in the event of brake rod failure.

4.2.35 Pedal Extenders & Relocators

These must comply with the manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

Must be approved by Scrutineer.

4.2.36 Bodywork

All karts must be fitted with a complete body kit. All body parts should be attached to the frame of the kart, have rolled edges and present no sharp edges. Protection bars on the outside of side pods are not permitted.

4.2.36.1 Front nose cone

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.36.2 Nassau panel

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.36.3 Side pods

Side pods must be mounted so that their rear end covers the outer most tread face of the rear tyre to prevent another kart from mounting the rear tyre.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.36.4 Rear bar

A rear bumper is mandatory. It can be made from metal or high-impact plastic and must be securely attached in at least two separate mounting points across the chassis and be able to withstand a substantial impact.

The rear bar must extend to cover a minimum of $\frac{3}{4}$ of the rear tires. Rear bars should deflect a following kart from mounting the rear tyres. Adjustable rear bumpers are permitted. Fixings are not to protrude past the rear bumper when viewed from the side.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.37 Racing numbers

All karts must be fitted with a racing number on the front, back and both sides. These numbers should be fitted on the front Nassau panel and the rear bumper and both side pods in a position which is clearly visible as per the below

Diagram A.

(1) Race numbers are to be black on yellow background as per Diagram A.

(2) The number must be visible and legible from a distance of 10 metres.

4.2.38 Additional graphics

Sponsors' logos and graphics may be placed on your kart as long as they are not objectionable.

Smoking brands may not be advertised. This extends to trailers also.

4.2.39 Suspension

The use of suspension of any type is not permitted.

4.2.40 Catch can (Oil)

Engine oil and fuel are not to be sprayed or dropped onto the race track. Engine vents and overflows must be plumbed into an appropriate catch-can that does not allow liquids to spill on to the track. Oil catch-cans must be checked regularly for volume. Plastic catch cans are permitted.

4.2.41 Wheel Hubs

These must comply with the kart manufacturer's specifications.

Front wheel hubs are permitted.

It is recommended that Axel keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

4.2.42 Rims

The rims must be of an all-metal alloy construction and be fitted with pneumatic tyres (with or without tubes). Rims can be one or multiple-piece items. The number of wheels is set at four. Only the tyres may come in contact with the ground when the driver is on board.

Fronts rims can be bearing or hub types.

4.2.43 Engine start battery

Only sealed, leak-proof (maintenance free) batteries are permitted. The purpose of the battery is to power the starter exclusively and/or a rear rain-light where applicable. It must be located within the chassis perimeter and be mechanically attached to the chassis-frame.

4.2.44 Transponders

Auskart uses the Westhold Transponder system linked to the computer in Race Control. Each competitor must have their own transponder, as it is essential to timing and lap counting in competition. Karts without the mandated transponder cannot be recorded, so will not be accepted for competition. The transponder must be secured to the inside of the front bar in the central location a position where it is protected from damage but able to transmit a clear signal. It may be necessary to have the position of a transponder checked for signal pickup by the timing strip and re-positioned if necessary.

4.2.45 On-kart cameras & communications

These devices are permitted within certain parameters and under certain conditions.

Go-Pro type cameras mounted on helmets are prohibited but may be mounted on the karts. The camera MUST be mounted securely and a secondary safety tether attached. The camera must not present a danger in the event of an accident. Race Control and/or the Scrutineer may refuse to allow an on-kart camera if it is considered not correctly mounted.

Karts may be equipped with communications systems but such devices will be restricted to Test & Tune days.

Permission may also be granted for their use in endurance-type races, however miss-use of communications to enable blocking or other hindrance tactics is prohibited and offending drivers will be penalized.

All communications devices must be safe, not hinder driver entry or exit from the kart and not interfere with another kart's system.

4.2.46 Mufflers

The muffler must be mounted behind the driver's seat, so as to direct exhaust gasses rearwards behind the driver and must have a secondary safety tether of braided steel wire securing it to the kart.

However; it must not exceed a maximum noise level of 75dB. Regular testing for noise compliance will be carried out and noncompliant karts will be banned from the track until such time as they are rendered compliant and test-verified as such.

4.2.47 Added lead weights

Where added weight is required to meet a Class minimum it must be added to the kart and not carried by the driver on his/her person. As a guide, for every 5kgs of weight used 1x 8mm bolt must be used to secure the weight to the kart and must have a secondary safety tether of braided steel wire or heavy-duty zip ties securing it to the kart. Lead weights must be regularly checked as the lead can soften and change shape allowing them to become loose.

4.2.48 Tyres (Dry & Wet)

In the interest of competitive fairness, economy and safety, Auskart Racing Inc. specifies "control" tyres for each class. Specific tyres for each class are listed in the Racing Class Table.

Tyre treatments of any type are not allowed under any circumstances.

4.2.49 Fuel

The fuel used for Auskart Racing Inc. is standard pump station fuel. It must not have an octane level of higher than 98 RON.

The use of octane boosters is not permitted.

Fuel testing will be carried out from time to time.

The use of Methanol is strictly forbidden and not to be brought onto the complex.

The use of valve lubricant is permitted as long as it does not contain any means of boosting the octane level of the fuel.

4.2.50 Cosmetic Presentation Standards of Kart

All Karts should be clean and free of debris allowing easy inspection of all components and not concealing possible damage.

Temporary repairs should be fixed prior to next consecutive meeting.

4.3 Technical (Vehicle safety) Procedures

4.3.1 Starting Kart

Starting of karts can only be done if a driver is in the kart or the kart is on a work stand or trolley with all 4 kart wheels off the ground.

4.3.2 Refuelling

When refuelling a kart, extreme care must be taken to avoid spillage onto hot engines and components.

Refuelling Procedure

1. Stop kart and turn off engine.
2. Driver must exit the kart.
3. All spillages will be cleaned before the kart is restarted.

4.3.3 Scrutineering

Karts may be checked and scrutineered for general safety and to ensure your equipment complies with the rules. Scrutineering will be carried out by the appointed Officials listed in the supplementary regulations. Karts that do not meet safety standards will not be permitted for use at an Event.

4.3.4 Self-Scrutineering

Karts must be self-scrutineered by owners, parents or guardians for general safety and to ensure your equipment complies with the rules before attending an event. At Events, Karts that do not meet safety standards will not be permitted for use at an Event.

Any instances of negligence or deliberately making false statements on a Self-Scrutineering form will result in a penalty as per 2.3.4 Penalties.

The main areas for regular inspection/maintenance are:

Chassis, for bad welding, repairs, and/or cracks.

Tyres for consistency, scarring, cracks and wear.

Brakes, for wear, cracked discs, insufficient pad material and operational effectiveness. Brake pads to be secured with a safety pin or pad bolts wired.

Steering, for tight lock nuts, mounting and security of components.

Security of all components, nuts and bolts. Nylock nuts to have at least 2 threads of bolt protruding.

Return springs for brake and accelerator pedals

Muffler secured to chassis with braided steel wire

Steering collar

Brake pedal to have 10mm clearance from chassis when fully depressed

Seat free of cracks near fastening points

All fuel lines secured with wire ties or zip ties

Chain guard mounted securely and must be attached to the clutch guard and cover $\frac{3}{4}$ down the back of the rear sprocket. Clutch guard must cover to a minimum of the horizontal centre line of the clutch down the front, adequately attached to the kart and made of metal and covering the clutch to a minimum of 50% of the distance of the balance of the chain to the rear of the kart or a suitable purpose built aftermarket product, at the discretion of the scrutineer.

Steering components secured

All body work is secured to the kart

Any other aspect or component relevant as a safety issue.

5 Technical (Apparel) Regulations

5.1 Technical (Apparel) Objectives

All drivers and pit crew are required to comply with full PPE requirements with no exceptions.

5.2 Technical (Apparel) Rules

5.2.1 Drivers

5.2.1.1 Full-Face Helmet

All Drivers must wear a helmet, which is an approved minimum of one of the approved standards AS1698, Snell SA95 (including all amendments).

The maximum age of a helmet will be 10 years from date of manufacture. Helmets must be in sound condition and fitted with a shatterproof visor as supplied by the manufacturer.

Tear-offs, Roll-ons or some form of protective devise may be used to maintain good vision. No dark tinted visors to be worn where track lights are luminated.

5.2.1.2 Race Suit

A race suit designed for motor sport is to be worn as a minimum standard. A leather motorcycle racing suit is also an excellent choice. Fastenings should be a zip and not buttons.

5.2.1.3 Gloves

Gloves. Purpose-designed for kart racing.

5.2.1.4 Footwear

Ankle high boots purpose-designed for kart racing.

5.2.1.5 Neck Brace

Mandatory for all Bambino, Cadet & Junior classes.

Strongly recommended for seniors.

5.2.1.6 Rib Protector

Rib Protector. Recommended but not mandatory. A rib protector can protect ribs from injury during hard cornering, rough surfaces or in the event of an accident.

5.2.2 Support crew attending karts

5.2.2.1 Clothing

No Nylon clothing Cotton is preferred.

Enclosed footwear to be worn by all persons at all times.

5.3 Technical (Apparel) Procedures

5.3.1 Scrutineering

At Events your Safety equipment (PPE) may be checked and scrutineered for general safety and to ensure your equipment complies with the rules. Scrutineering will be carried out by the appointed Officials listed in the supplementary regulations. Safety equipment (PPE) which does not meet safety standards will not be permitted for use at an Event.

5.3.2 Self-Scrutineering

Safety equipment (PPE) must be self-scrutineered by owners, parents or guardians for general safety and to ensure your equipment complies with the rules before attending an event. At Events, Safety equipment that does not meet safety standards will not be permitted for use at an Event.

Any instances of negligence or deliberately making false statements on a Self-Scrutineering form will result in a penalty as per 2.3.4 Penalties.

The main areas for regular inspection are:

Cracks in Helmets and expiry dates.

Helmet fitment.

Safety clips on neck braces and rib protectors.

Race suits for holes.

6 Race Regulations

6.1 Race Objectives

Auskart Racing Inc. ensures races comply with Sanctioning Authority requirements and the general competition regulations for both safety and fairness. It's the Clubs goal to provide good clean racing with most classes well represented, promoting and encouraging good sportsmanship, friendly competitiveness, good values and life lessons in a safe environment.

6.2 Race Rules

All drivers and pit crew are required to comply with the RACERS CoC available at <https://racers.world>.

6.3 Race Procedures




All drivers and pit crew are required to comply with full PPE requirements with no exceptions.

6.3.1 Racing Flags & their Meanings

Flags common to most forms of motor sports are used to communicate to drivers. They can indicate various dangers and situations on the track, race starts and finishes, conduct warnings and disqualifications. Drivers are required to learn all the flags and know their meanings and respond as required when they are displayed at Race Control or Flag Points. Meanings are as follows:





6.3.1.1 Standard Flags

Standard session flags used to signify normal racing conditions.

GREEN FLAG	DRIVER ACTION	
Meaning: The race or session has officially started or the race session has restarted after a declared safety period.	All Karts are free to accelerate and pass each other and commence racing.	
WHITE FLAG	DRIVER ACTION	
Meaning: The leader is on the last lap.	As above.	
CHEQUERED FLAG	DRIVER ACTION	
Meaning: The race or session is finished.	The race is finished. Slow down for a cooldown lap and return to pit lane	

6.3.1.2 Caution Flags




Standard session flags used to signify caution & adverse racing conditions.

WAVING YELLOW FLAG	DRIVER ACTION	
<p>Meaning: Local yellow, there is a hazard that may or may not be blocking the track.</p> <p>A Driver may be attempting to re-join/re-enter track.</p> <p>RACERS CoC: Caution</p>	<p>Reduce speed to walking pace and do not overtake.</p> <p>Prepare to negotiate hazard.</p> <p>Once past the hazard approaching the next signal point if there is no flag return to racing.</p>	
STILL YELLOW FLAG	DRIVER ACTION	
<p>Meaning: Full course yellow, there is a hazard that may or may not be blocking the track.</p> <p>RACERS CoC: Clampdown</p>	<p>Reduce speed to walking pace and do not overtake.</p> <p>Prepare to negotiate hazard.</p> <p>Only where safe increase speed slightly to catch leading kart and follow in single file.</p>	
BLUE FLAG	DRIVER ACTION	
<p>Meaning: Be aware, faster karts are approaching and in close pursuit,</p>	<p>Hold Racing line, make no sudden change of direction or pace, no deliberate blocking.</p>	
BLACK AND WHITE FLAG	DRIVER ACTION	
<p>Meaning: Warning of unacceptable driver conduct.</p>	<p>Continue Racing.</p> <p>Please see Clerk of Course after the race for clarification.</p>	

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6.3.1.3 Emergency & Penalty Flags

Standard session flags used to signify a return to pit lane & a stop to a racing Session.

BLACK AND ORANGE FLAG	DRIVER ACTION	
Meaning: Mechanical safety issue	Upon seeing this make way to pit lane and check with the Clerk of Course for clarification.	
FULL BLACK FLAG	DRIVER ACTION	
Meaning: Infringement or Driver Conduct issue.	Upon seeing this make way to pit lane and check with the Clerk of Course for clarification.	
RED FLAG	DRIVER ACTION	
Meaning: The session has been stopped. RACERS CoC: Cancel	Reduce speed to walking pace and do not overtake. Prepare to negotiate hazard. Only where safe increase speed slightly to catch leading kart and follow in single file. Go to the start line on Track, come to a complete stop and await further instruction.	

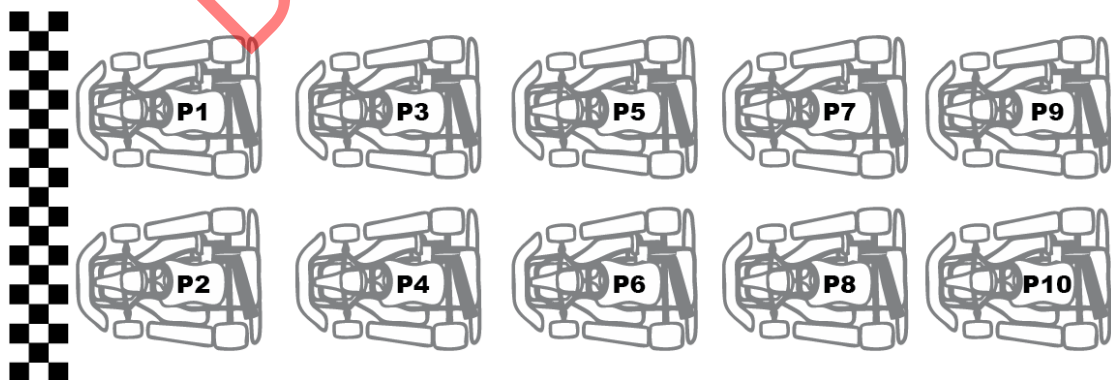
6.3.2 How a Race is conducted

6.3.2.1 Race Class order

Race Class order or running order is a set group for the day which is posted in the supplementary regulations, announced at the Drivers' Briefing and displayed on the Timing Trailer.

In the interests of efficiency, a driver must be ready to go racing prior to their Class being called by Race Control.

At Pitlane, Karts are required to assemble in their designated grid positions as per the diagram below supplementary regulations. (Lakeside DTC Grid formation shown below).

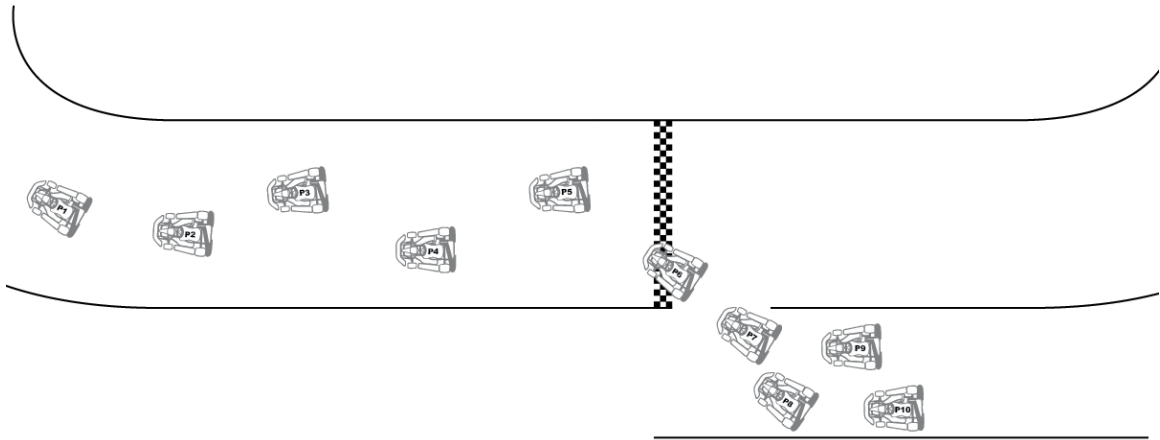


6.3.2.2 Race Commencement

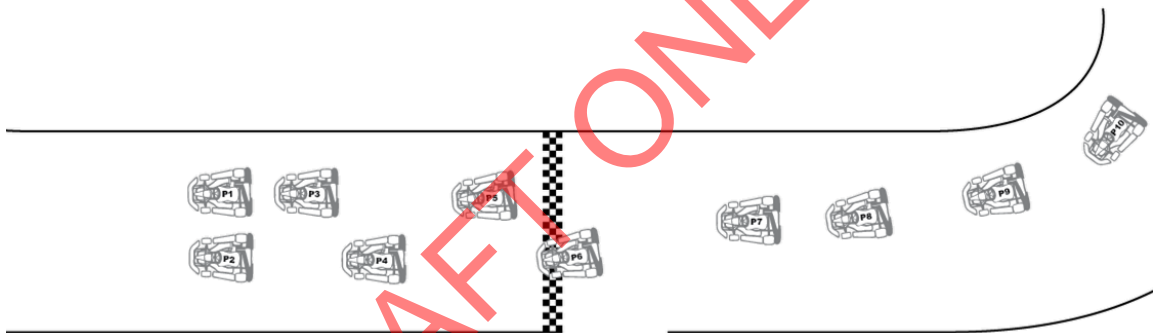
From the moment the Grid Marshal signals for the Karts to be released, the Drivers are under "Starter's Orders" and Race conditions apply. Karts may not receive any outside assistance for repairs or other adjustments to their equipment while on the Track.

6.3.2.3 Rolling Start

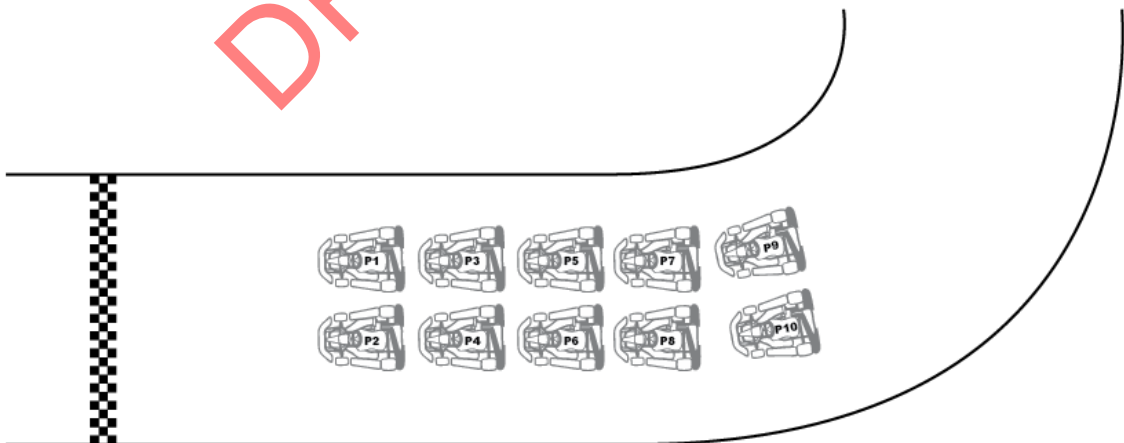
Once cleared by Race Control, the Clerk of Course/Grid Marshal will release Karts on track. Single file and in order. Karts are immediately on a warmup lap and to be executed at reduced speed. Weaving to warm tyres is permitted.



As drivers pass the start finish line, they are on a Formation Lap. The Driver on pole position shall set a slow constant speed. Weaving to warm tyres or random bursts of acceleration and deceleration are not permitted. Drivers are to form up as per their Grid position and maintain formation. 1 meter from the kart in front and side by side.



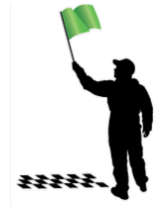
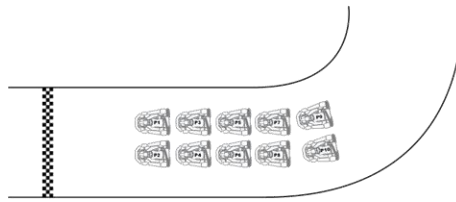
Maintain formation when approaching the start area in anticipation for the starting signal.



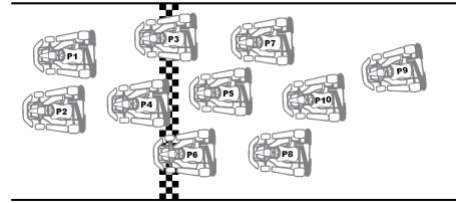
It is the Driver's responsibility to retain their grid position and the Starter is not obligated to allow any additional Formation laps to allow a Driver who has lost their place to regain it. If a driver spins and loses their position during the Formation lap, they are not to try to regain their position and will be required to start from the back of the grid.

Rolling Start Signals & Procedures

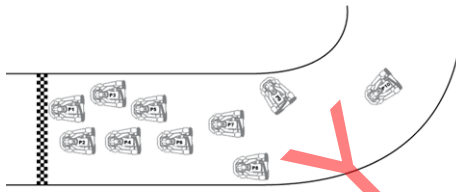
The starter will hold the Green Flag up as drivers approach the Start line provided they are satisfied with the Formation and speed of the Karts.



Once the green flag drops, the race has officially started. All Karts are free to accelerate and pass each other and commence racing. (Don't have to cross the Start Finish line)

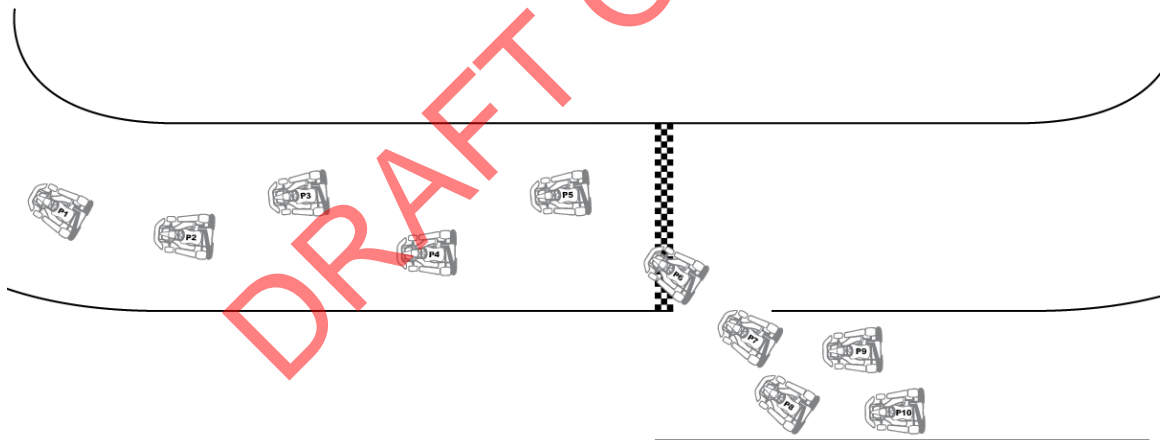


If the starter is not satisfied with the formation and speed they will give karts the finger, signifying that drivers will have to go around again on another Formation lap.

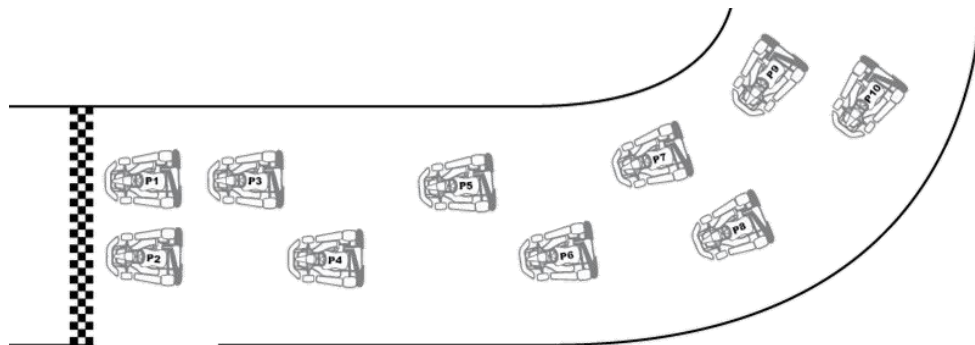


6.3.2.4 Standing Start

Once cleared by Race Control, the Clerk of Course/Grid Marshal will release Karts on track. Single file and in order. Karts are immediately on a warmup lap and to be executed at reduced speed. Weaving to warm tyres is permitted.

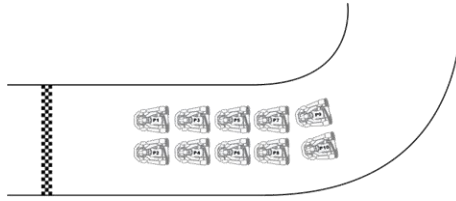


As drivers approach the start finish line, they are to form up as per their Grid and come to a complete stop. 1 meter from the kart in front and side by side.

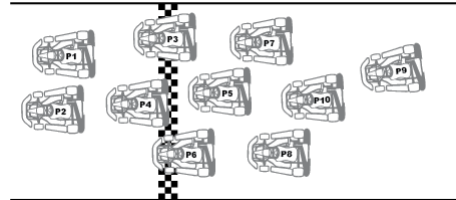


Starting Signals

The starter will hold the Green Flag up in anticipation of the race Start.



Once the green flag drops, the race has officially started. All Karts are free to accelerate, pass each other and commence racing.



6.3.2.5 Race Finish

On the last lap the Clerk of Course will show the leader the white flag, indicating last lap. At the end of the race the Clerk of Course will show the leader the checkered flag. It is important that every driver passes the checkered flag for each session, even if other Karts are pulling off to pit lane.

Finishing Signals

White Flag means that there is one lap to go.



Checkered Flag, the race is finished. Slow down for a cooldown lap and return to pit lane.



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