



2023 Australian Summer Series Sporting Regulations V2

SERIES CLASSES & DIVISIONS

Gearbox



KA3 Junior
Light/Heavy

KA3 Senior
Light/Heavy

X30 Heavy



Mini Max

Junior Max

Rotax 125
Light



Cadet 12

KA2

Rok GP/Rok
GP Masters



#RacingStartsHere

1 - Preamble & Jurisdiction

- a) The Australian Karting Association Ltd trading as Karting Australia (“KA”) will organise the 2023/24 **Australian Summer Series** (the “Series”) for Drivers in:
 - i) Gearbox (Class Rules Chapter [“CR.C”]18)
 - ii) IAME - KA3 Junior Light / Heavy CR.C6, KA3 Senior Light / Heavy CR.C6, X30 Heavy CR.C10
 - iii) ROTAX - Mini Max CR.C4, Junior Max CR.C8, Rotax 125 Light CR.C11
 - iv) VORTEX - Cadet 12 CR.C3, KA2 CR.C9, Rok GP / GP Masters CR.C15
- b) This Series has been sanctioned by KA as a National Series.
- c) These regulations are specific to the Series (the “Series Regulations”) and are formulated for the Classes and Divisions to Compete within a National Series under rules appropriate for a National Level Series competition.
- d) Unless otherwise specified, the definitions in the National Competition Rules will apply to these Series Regulations.
- e) KA may modify the Series Regulations, from time to time.
- f) The Series Regulations apply solely to the specified Classes and Divisions at Rounds of the Series.
- g) The Series is conducted so as to meet the following objectives:
 - i) To be the national-level karting Series conducted in Australia.
 - ii) To provide a National Series 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.

2 - Events

- a) The Series will be contested over four Rounds of Competition (the “Rounds”) across two Events.
- b) Rounds will be conducted in Australian States as determined by KA.
- c) In 2023, Rounds of the Series will be conducted in: Victoria and Queensland
- d) The date, venue and Host Club for each Round will be:

Events	Rounds	Dates	Host Club	Venue
1	Round 1/2	October 13-15	Albury/Wodonga Kart Club	Wodonga, VIC
2	Round 3/4	December 1-3	Warwick Kart Club	Warwick, QLD

- e) The classification of the Australian Summer Series Driver’s Standings will be established through the results obtained by a Driver in all Rounds of the Series.
- f) Entry to each Event will be open to authorised Drivers holding the appropriate International or National Licence.

3 - Organisation & Administration

- a) The Series will be conducted under the International Sporting Code of the FIA, the National Competition Rules of KA, these Series 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 Event.
- 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 Series on the condition that they respect all texts and documents, which govern it.
- d) The Series will be promoted by KA.
- e) The following personnel have been appointed to the Series by KA and have the authority to administer the various aspects of these Series Regulations in accordance with the Rules.
 - i) **KA CEO:** Kelvin O’Reilly
 - ii) **Head Of Karting:** Lee Hanatschek
 - iii) **Event Manager:** Tiffany Kemp
 - iv) **Series Operations and Paddock Manager:** Darren Kent

- v) **Series Chief Steward:** TBA
- vi) **Series Race Director[s]:** TBA
- vii) **Series Chief Scrutineer:** TBA
- f) The Series personnel listed above may be added to or replaced in the Supplementary Regulations for an Event by KA.

4 - Commercial Exclusivity

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

5 - Additional Classes

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

6 - Fees

- a) Drivers
 - i) Competitor's must pay an entry fee for each Event of the Series. No portion of the Entry Fee will be refunded after the Close of Entries for the respective Event unless:
 1. a Class is cancelled; or
 2. at the absolute discretion of Karting Australia, if it is considered that extraordinary circumstances that warrant the withdrawal of an Entry to an Event of the Series.
 - ii) Competitor's may pay the entry fee for all Events of the Series when entering Event One. No portion of the full Series fee will be refunded after the Close of Entries for Event One unless:
 1. a Class is cancelled; or
 2. at the absolute discretion of Karting Australia, if it is considered that extraordinary circumstances that warrant the withdrawal of an Entry to an Event of the Series.

8 - Competition Numbers

- a) Should a Competitor pay the full Series entry fee prior to entries closing for Event One, the Competitor shall be provided with a priority entry period for the remaining Events to enable them to secure their preferred Competition Number. In the event that more than one Competitor nominates the same competition number, the Series Manager will allocate the competition number to the Competitor who submitted their request at the earliest time.
- b) For Competitors who enter on an Event by Event basis, Competition Numbers will be issued via the requests on the KOMP. In the event that more than one Competitor nominates the same competition number, the Series Manager will allocate the competition number to the Competitor who submitted their request at the earliest time.

9 – Age Requirements

- a) Unless otherwise approved by KA, the Series Events are restricted to Drivers within the following age brackets.

CLASS / DIVISION	MINIMUM AGE	MAXIMUM AGE
Gearbox	Born prior to 31/12/2008	N/A
Rok GP	Born prior to 31/12/2008	N/A
Rok GP Masters	Born prior to 13/10/1991 or 82kg in weight	N/A
X30 Heavy	Born prior to 31/12/2008	N/A
Rotax Light	Born prior to 31/12/2008	N/A
KA3 Senior Light/Heavy	Born prior to 31/12/2008	N/A
KA2	Born prior to 1/1/2011	Born prior to 3/12/2007
Junior Max	Born prior to 1/1/2011	Born prior to 3/12/2007
KA3 Junior Light/Heavy	Born prior to 1/1/2012	Born prior to 3/12/2008
Mini Max	Born prior to 1/1/2015	Born prior to 3/12/2011
Cadet 12	Born prior to 1/1/2015	Born prior to 3/12/2011

10 - Licences Required

- b) The Series Events are restricted to Drivers holding the appropriate licence for that Class or Division.
c) Your attention is drawn to General Rules Chapter 4 Rule 15a), that a Driver holding a licence issued by a foreign ASN who wishes to Compete in a National Event must be invited by KA to compete in the Event.
d) Eligible Licences are:

CLASS / DIVISION	INTERNATIONAL LICENCE REQUIREMENT	KA LICENCE REQUIREMENT	KARTSPORT NZ LICENCE REQUIREMENT
Gearbox	International E	KA Senior A or B grade	KartSport NZ Tier 1
KA2	International G	KA Junior A or B grade	KartSport NZ Tier 1
Rok GP/Rok GP Masters	International E or F	KA Senior A or B grade	KartSport NZ Tier 1
X30 Heavy	International E or F	KA Senior A or B grade	KartSport NZ Tier 1
Rotax Light	International E or F	KA Senior A or B grade	KartSport NZ Tier 1
KA3 Senior Light/Heavy	International E or F	KA Senior A, B or C grade	KartSport NZ Tier 1 and 2
Junior Max	International G	KA Junior A or B grade	KartSport NZ Tier 1
KA3 Junior Light/Heavy	International G	KA Junior A, B or C grade	KartSport NZ Tier 1 and 2
Mini Max		KA Cadet 12 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

- e) Drivers holding a National Licence issued by an ASN not listed above are required to provide the Organiser with proof of their current licence and a starting permission issued by their ASN to gain an invitation and permission to compete in a Series Event.
f) A current Participants Licence or current Senior Drivers Licence (for a Driver who is over 18 years of age) must be held by the parents and/or legal guardian of each Driver under the age of 18 years who enters to Compete in an Event of the Series. The Participants Licence is available through Karting Australia's KOMP.
g) A Mechanic and Pit Crew Licence will be required by each mechanic, pit crew member, parent and guardian who does not hold a Participants, Drivers, or Competitors Licence and who requires access to the Track, the in-grid, out-grid, technical and scrutineering areas and Parc Fermé areas at an Event. A Mechanic and Pit Crew licence are available through Karting Australia's KOMP.

11 - Entries & Minimum Entries

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

Rounds	Event Date	Location	Entry Closing Date
1 & 2	October 13-15	Wodonga, VIC	September 29
3 & 4	December 1-3	Warwick, QLD	November 17

- c) The Entry fees payable will be:
 - a. Full Series \$600.00 per Entry per Class;
 - b. Per Event: \$320.00 per Entry per Class;
- d) Once the entries are closed for an Event, drivers are not permitted to change Classes except as a result of an error by the Organiser or as approved in writing by the Organiser.
- e) If less than twenty (20) genuine entries are received to constitute a Class 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.
- g) At the absolute discretion of Karting Australia, should extraordinary circumstances arise, an entry may be accepted after the close of entries for an Event provided that the Class is not fully subscribed at the time of the ordinary close of entries.

12 - Circuits and Practice

- a) Unless otherwise approved by KA or permitted under section c) or d) of this Article, a Competitor may only practice at a Host Circuit, **as outlined in the table below**, after it is announced by KA as hosting, or provisionally hosting, an Event.

For the avoidance of doubt, a Competitor may compete in a KA permitted Event at a Host Circuit that is affiliated in a different State Association in which their Licence is issued.

State Association of Licence	Host Circuit for practice
SA, TAS, VIC, NSW	Wodonga, VIC
QLD	Warwick, QLD
NT, WA	Driver to nominate one circuit to KA

- b) If the Competitor resides within 150km radius of a Host Circuit when the Circuit is located on or close to a State border. Should this be the case, the Competitor will be required to advise the Series Manager of the State in which they will practice. The nominated State cannot be altered until after the completion of the final Event of the Series.
- c) If the Competitor can provide substantial evidence to support the requirement to practice at a Host Circuit that is not affiliated with the same State Association in which their Licence is issued, a practice permission may be issued by KA. Should such permission be issued, the nominated State cannot be altered until after the completion of the final Event of the Series.
- d) Sections a) to d) of this Article apply at all times from the date these Regulations are published until after the Event has been held at a Host Club.
- e) Unless otherwise specified in these Sporting Regulations and/or Supplementary Regulations, the Track shall be closed to ALL Competitors and their equipment prior to the subsequent Event as follows:

Event	Rounds	Circuit	Track Closed From 12:01am
1	1 & 2	Albury (VIC)	October 9
2	3 & 4	Warwick (QLD)	November 27

- f) The only exception to the dates specified in 11 e) herein will be as authorised by KA at their sole discretion.

- g) Unless otherwise specified in the Supplementary Regulations for an Event, 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.
- h) The CEO may refer an alleged breach of this Article to a Tribunal, or the National Stewards Panel, in accordance with the Rules.
- i) The Recommended Maximum Penalty for Testing at a Series Circuit in contravention of these Regulations will be disqualification of the Licence Holder/s from the 2023 and 2024 Series and a fine of \$3000.00.

13 - Administrative Checking & Scrutineering

- a) Administrative checking and scrutineering will take place at the time and venue as nominated in the Supplementary Regulations.
- b) It is the responsibility of the Competitor to ensure that all information on the official entry list is correct. Any inaccuracies and discrepancies are required to be notified to the Chief Timekeeper no less than 60 minutes prior to the start of Practice for their respective Class at a Event.
- c) Should a Competitor not advise of any inaccuracies and discrepancies, including transponder numbers, prior to the start of Practice, they will be ineligible to compete in the second Practice Session of the Event.
- d) Engine and Chassis seals will be issued, and it is the Competitor's responsibility to ensure they are correctly fitted prior to qualifying.
- e) Competition numbers and sponsors stickers are required to be in place from the commencement of practice. The placement of official sponsor's stickers on the bodywork of competing Karts is compulsory when so advised.
- f) It is the Competitor's responsibility to have a 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.

14 - Driver's Briefing

- a) A Driver's briefing may be distributed electronically prior to the Event.
- b) Should a gathering of Drivers be required for a briefing it will take place at a location and time advised electronically to all Drivers.
- c) Should there be a gathering advised it is compulsory for the Driver, and if the Driver is under 18 years of age, for the Participant Licence holder who entered the Driver in the Event to attend all Drivers' briefings.
- d) 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.

15 - 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 specified in the Rules or 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.

16 - Parc Fermé In and Out Grid Entry

- a) Entry to the In-grid and Out-grid will be restricted to one (1) 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 KA issued wrist band on display on their wrist at all times.
- c) A person wearing an All Access (Black) wristband is not permitted to be working on a kart on the Out-Grid.
- d) 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 Event.
- e) For all Classes and Divisions other than Gearbox 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.
- f) For Gearbox 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.

17 - Chassis & Equipment

- a) **Chassis**
 - i) Chassis must comply with either the current KA Technical Regulations or the current FIA International Karting Regulations.
 - ii) 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) **KA3 Rotors**
 - i) KA3 Junior Drivers must ensure that their engine is fitted with a type 'R' rotor as supplied by Remo Racing.

18 - Changing of Equipment

- a) Notification of any change of equipment must be made to the Chief Scrutineer before the start of any Qualifying session or Race.
- b) Equipment, as entered 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.

19 - 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.

20 - 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 Events. Failure to do so during a practice session will result in a mechanical black flag being issued and the Competitor will be required to return to the In Grid to have the issue rectified.
 - ii) Transponder Fitting Instructions and requirements are in accordance with the Rules for all Classes and Divisions.

21 - 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 Event.
- b) It is an offence to have any fuel that could be used in a Kart other than KA Permitted Fuel, at an Event save for fuel for a generator and the Competitor's transport vehicle.

22 - 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 an Event.

23 - Tyre Pooling

- a) Tyre pooling and impounding may be employed and will be advised in Supplementary Regulations for each Event.

- b) Failure to collect Tyres within the published time period will result in a rear of grid penalty for the qualifying session.

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

- a) It is compulsory for all Competitors to fit a camera to their Kart in a working condition from the start of the first practice session at each Event. Failure to do so will result in Disqualification of the Competitor from the next practice session. In the event of it being the final practice session of the day the Competitor will start from the rear of the grid in qualifying.
- b) A separate SD Card must be used for each Class/Division contested at an Event.
- c) Prior to the commencement of on-track activity on each day of an Event, 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 Event until 0700 hours the next day, without the prior written permission of the Stewards.

25 - Mechanical Breakdown Lane

- a) A Mechanical Breakdown Lane will not be in operation at each Event unless stated otherwise in Supplementary Regulations.

26 - Practice

- a) Each Class or Division will have two (2) timed Practice Sessions at an Event. 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 of six (6) Minutes in duration at an Event.
- b) A Driver may only qualify one (1) Kart in each Class or Division at an Event.
- c) A combination of the times set in the timed Practice Sessions will determine the grid order of Karts for Qualifying from fastest to slowest, with the fastest Driver occupying grid position 1, second fastest Driver occupying grid position 2 and so on.

28 - Grid Procedure

- a) The results of the Qualifying Session will determine the grid for Saturday's Sprint Race as follows:
 - i. The Driver with the fastest lap time will start from position 10, second fastest from position 9 and so on until the top ten positions on the grid are filled.
 - ii. The Driver with the 11th fastest lap time will start from position 11, 12th fastest from 12 and so on, until the grid is filled to Track Density.
- b) The results of the Qualifying Session will determine the grid for Saturday's Sprint Race from fastest to slowest.
 - i. The Driver with the fastest lap time will start from position 1, second fastest from position 2 and so on until the grid is filled to Track Density.
- c) Grid positions for Sunday Sprint Race 1 will be determined from the fastest lap time set by each Driver in the Saturday Feature Race from fastest to slowest.
 - i. The Driver with the fastest time will start from pole position, second fastest time will start from second position, third fastest time from third position and so on until the grid is filled to Track Density.
 - ii. Should a Driver[s] not record a lap time in the Saturday Feature Race, they will be allocated a starting position at the rear of the field based on their starting position for the Saturday Feature Race.
- d) Grid positions for Sunday Sprint Race 2 will be determined from the finishing order from Sunday Sprint Race 1 as follows:
 - i. The Driver that is classified in first place in Sunday Sprint Race 1, will start from position 10, second place from position 9 and so on until the top ten positions on the grid are filled.
 - ii. The Driver that was classified 11th will start from position 11, 12th from 12 and so on, until the grid is filled to Track Density.
- e) Grid positions for the Sunday Feature Race will be determined by the accumulated point score from Sunday Sprint Race 1 and Sunday Sprint Race 2.

- i. The Driver who has accumulated the most points from the Sunday Sprint Races will start on Pole Position for the Final Race.
 - ii. The Driver who has accumulated the second most points from the Sunday Sprint Races will start on Grid Position 2 for the Final race and so on until the grid is filled to Track Density.
 - iii. In the event of a tie on points, the lower grid position will be awarded to the Driver with the fastest lap time in Sunday Sprint Race 2.
- f) For the purpose of the Grid Procedure, all Divisions competing on track together are to be consolidated in the results.

29 – Grid Point Score to Determine the Sunday Feature Race Grid

- a) The point score outlined in this regulation will be used to determine the Day 2 Feature Race Grid in each Class at an Event.

	Sunday Sprint Race 1	Sunday Sprint Race 2		Sunday Sprint Race 1	Sunday Sprint Race 2
1st	40	40	21st	20	20
2nd	39	39	22nd	19	19
3rd	38	38	23rd	18	18
4th	37	37	24th	17	17
5th	36	36	25th	16	16
6th	35	35	26th	15	15
7th	34	34	27th	14	14
8th	33	33	28th	13	13
9th	32	32	29th	12	12
10th	31	31	30th	11	11
11th	30	30	31st	10	10
12th	29	29	32nd	9	9
13th	28	28	33rd	8	8
14th	27	27	34th	7	7
15th	26	26	35th	6	6
16th	25	25	36th	5	5
17th	24	24	37th	4	4
18th	23	23	38th	3	3
19th	22	22	39th	2	2
20th	21	21	40th	1	1

- b) All Drivers in a Race will be awarded Grid Points based on their finishing position, or in the case of a Driver recording a DNF, based on the number of laps they completed in that Race.
- c) If a Driver fails to take the Start, they will be classified in grid order behind the number of starters in the race.
- d) If a Driver is Disqualified from a Race, they will be awarded zero (0) points.
- e) For the purpose of the Grid Determination, the Divisions competing on track together are to be consolidated in the results.

30 - Races

- a) Each Class or Division will have five (5) time-certain Races at an Event as follows
 - a. Sprint Races: 7 Minutes;
 - b. Feature Races: 11 Minutes.
- b) Each Race will be considered to have ended when the leading kart receives the Chequered Flag as it crosses the Finish Line the first time after the time specified herein plus one (1) lap of the Track.

31 - Starts

- a) Gearbox Races will be started using a standing Start in accordance with the Rules save that:
 - i) At the conclusion of the formation lap, a Clerk of Course will be on the Starting Line, holding a raised red flag. Each Driver must stop in their allocated grid position.
 - ii) When all karts are in position and immobile on the starting grid, the Clerk of Course at the rear of the

shall wave a green flag as they evacuate the Track.

- iii) Upon the Clerk of Course at the rear of the grid waving the green flag and evacuating the Track, the Clerk of Course at the front will evacuate the track with the red flag raised. When the Clerk of Course displaying the red flag has evacuated the Track, the Drivers will be at the orders of the Starter.
- iv) The Starter will launch the automated 5-light sequence.
- v) The start will be considered as given at the extinguishing of the red lights.
- vi) Should the Starter abort the start, both the red and yellow lights will come on signalling that the start is aborted. Drivers will continue around the Track on another formation lap prior to stopping on the grid in their allocated position.
- vii) In addition to the provisions of Competition Rules Chapter 1 Rule 22 e) Standing Starts, if a Competitor stalls on a second (2nd) occasion prior to the start, that Driver will be moved off the Track and be deemed a DNF.

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

32 - Non-competition

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

33 - Round Results

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

34 - Series Points - Drivers

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

	Qual.	Sat. Sprint	Sat. Feature	Sunday Sprint 1	Sunday Sprint 2	Sunday Feature
1st	40	40	80	40	40	80
2nd	39	39	78	39	39	78
3rd	38	38	76	38	38	76
4th	37	37	74	37	37	74
5th	36	36	72	36	36	72
6th	35	35	70	35	35	70
7th	34	34	68	34	34	68
8th	33	33	66	33	33	66
9th	32	32	64	32	32	64
10th	31	31	62	31	31	62
11th	30	30	60	30	30	60
12th	29	29	58	29	29	58
13th	28	28	56	28	28	56
14th	27	27	54	27	27	54
15th	26	26	52	26	26	52
16th	25	25	50	25	25	50
17th	24	24	48	24	24	48
18th	23	23	46	23	23	46
19th	22	22	44	22	22	44
20th	21	21	42	21	21	42

	Qual.	Sat. Sprint	Sat. Feature	Sunday Sprint 1	Sunday Sprint 2	Sunday Feature
21st	20	20	40	20	20	40
22nd	19	19	38	19	19	38
23rd	18	18	36	18	18	36
24th	17	17	34	17	17	34
25th	16	16	32	16	16	32
26th	15	15	30	15	15	30
27th	14	14	28	14	14	28
28th	13	13	26	13	13	26
29th	12	12	24	12	12	24
30th	11	11	22	11	11	22
31st	10	10	20	10	10	20
32nd	9	9	18	9	9	18
33rd	8	8	16	8	8	16
34th	7	7	14	7	7	14
35th	6	6	12	6	6	12
36th	5	5	10	5	5	10
37th	4	4	8	4	4	8
38th	3	3	6	3	3	6
39th	2	2	4	2	2	4
40th	1	1	2	1	1	2

- b) The Driver with the fastest lap time in each Class and Division in a Sprint Race will be awarded one (1) bonus point.
- c) The Driver with the fastest lap time in each Class and Division in a Feature Race will be awarded two (2) bonus points.
- d) The final Series Points shall be determined by using the total points scored from all Rounds of the Series.
- e) Non-finishers in any Race will be awarded Series points based on the number of laps completed.
- f) All Drivers in a Race will be awarded a finishing position based on the number of laps completed.
- g) If a Driver fails to take the Start, they will be classified in grid order behind the number of starters in the race.
- h) If a Driver is Disqualified from a Race, they will be awarded zero (0) points
- i) 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 Series points and no points shall be awarded.
- j) 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 Series points shall be awarded.
- k) Series points are allocated to individual Drivers and are not transferable between Drivers.
- l) Drivers in each Division will be awarded Series Points in a separate point score.

35 - Series Results When a Tie Exists

- a) Drivers
 - i) In the event of two (2) or more Drivers scoring equal points in a Class or Division at the end of the Series, the final Series order will be determined by reference to each Driver’s overall placing at the Series Events used to determine the Driver’s final point score.
 - ii) The Driver with the greater number of first places in the Class or Division Feature Races will assume the higher place in the final Series order.
 - iii) If this fails to break the tie, then the Driver with the greater number of second places in the Class or Division Feature Races will assume the higher place in the Series order, and so on until the tie is broken.
 - iv) If this fails to break the tie, then the final Series order will be determined by reference to each Driver’s placing in each Sprint Race of the Class or Division contested at the Series Events used to determine the Driver’s final point score.

36 - General Safety and Paddock Area

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

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

- ii) The Fire Extinguisher/s must be readily accessible in the working area at all times.
- b) Smoking
 - i) The Paddock is designated as a public area at a Event. 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) The layout of the Paddock Area and the parking of trailers, trucks and vehicles in the Paddock Area will be at the sole discretion of Karting Australia;
 - iii) 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.
 - iv) Dedicated retail outlets are not permitted unless approved in writing by the Series Organisers.
- d) Food Preparation

- i) Food preparation and/or cooking and/or food distribution of any kind, other than for those persons directly associated with your team and pitted within the same designated area of the paddock is specifically prohibited within the confines of the Course (i.e. the entire facility) unless specifically permitted in writing by an authorised representative of the Host Club and/or Karting Australia. For the sake of absolute clarity, **this means that all food service activities MUST BE CONFINED to your own Pit area and be solely for your own team members – catering for other people at the event is not permitted.**
- e) Marquee and Tent openings
 - i) Unless otherwise approved by Series Organisers, all tents and marquees are to have a minimum of 50% of open wall area on the outer edge of their tent and/or marquee prior to the start of the Driver or team’s first on-track session for the day and shall remain in place until the completion of the Driver or team’s final on-track session for the day.
- f) Starting of Engines in the Paddock
 - i) The starting up, running in, warming up or testing of kart engines in the Paddock is strictly prohibited from 5pm on the Friday of an Event until the completion of the Event.

Update Log	
Article 12	Practice circuit Nomination

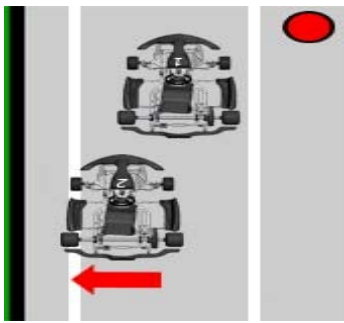
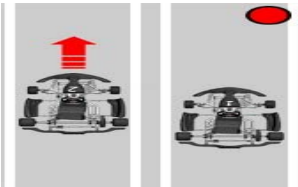
Deletions are black strike through, additions are red text.


IMPORTANT NOTE

These Series 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 signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>General:</p>
<p>FALSE START (Type B) means Kart 2 leaves the marked lane during the start phase with at least four (4) tyres before the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>A +3 Seconds B +10 seconds</p>
<p>JUMP-START means that Kart 2 accelerates during the start phase leaving Kart 1 behind before the start has been released. It is irrelevant if the start will be repeated afterwards.</p>		<p>Without Advantage: Not relevant</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>FALSE RESTART (Type A) means a Kart leaves the marked centre lane prior to the control line during the race restart phase with at least two (2) tyres after the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>General:</p>
<p>FALSE START (Type B) means that a Kart leaves the marked centre lane prior to the control line during the race restart phase with at least four (4) tyres before the after the start signal has been given. Leaving means the tyres are completely outside the line.</p>		<p>A +3 Seconds B +10 seconds</p>
<p>JUMP-RESTART means that a Kart accelerates prior to the green flag being displayed during the restart phase.</p>		<p>Without Advantage: Not relevant</p>
<p>With Advantage:</p>		<p>Not relevant</p>
<p>CUT - IN means that Kart 1 constricts the driveable section towards the curve centre</p>		<p>General:</p>

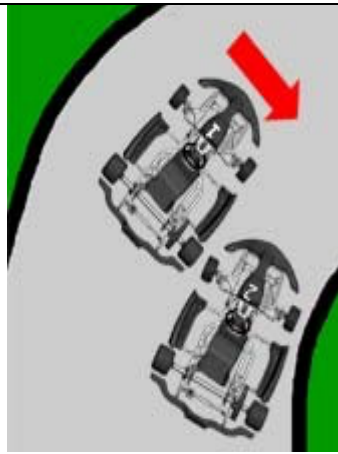
forcing Kart 2 to leave the driveable section either partial or completely for passing the curve.

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.

An advantage is at hand, if (either/or):

- 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.



Not relevant

Without Advantage:

Reprimand

With Advantage:

+10 seconds if "Careless"

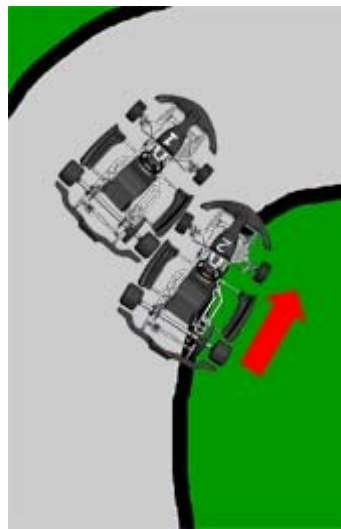
Disqualification from that section of event if "Reckless"

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).

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.

An advantage is at hand, if (either/or):

- 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.



General:

Not relevant

Without Advantage:

Reprimand

With Advantage:

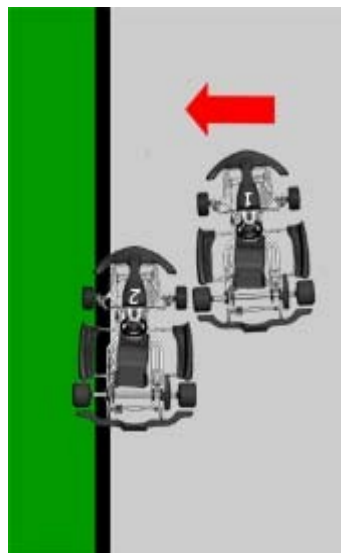
+10 seconds if "Careless"

Disqualification from section of event if "Reckless"

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.

An advantage is at hand, if (either/or):

- 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.



General:

Not relevant

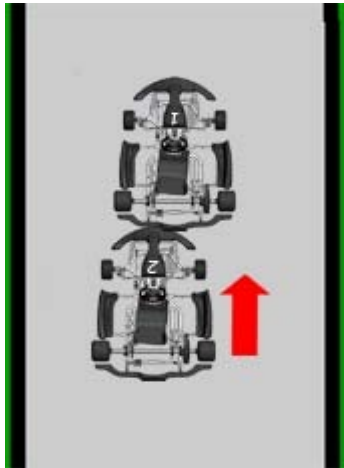
Without Advantage:

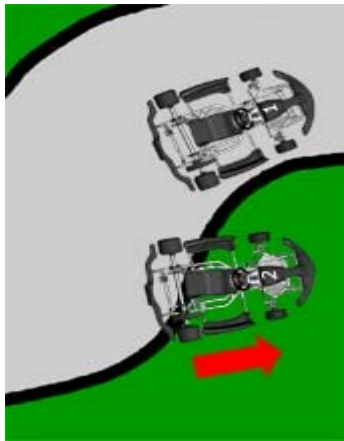
Reprimand

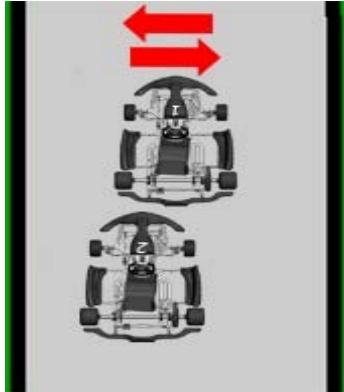
With Advantage:

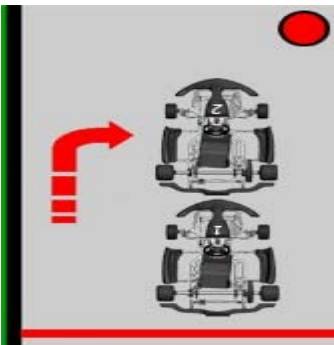
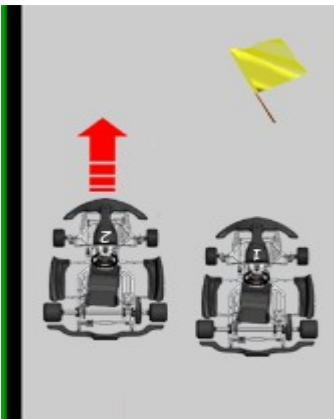
+10 seconds if "Careless"

Disqualification from section of event if "Reckless"

<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. 		General:
		Not relevant
		Without Advantage:
		Warning only
		With Advantage:
		+10 seconds

<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. 		General:
		Not relevant
		Without Advantage:
		Warning only
		With Advantage:
		Positional Advantage + Two Place Penalty Relative Track Position +10 seconds

<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. 		General:
		Not relevant
		Without Advantage:
		Warning only
		With Advantage:
		+10 seconds

<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>

APPENDIX 2: CODE OF DRIVING CONDUCT – PENALTY POINTS

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

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

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