

### 1. ADMINISTRATION

Each race meeting in Australia is conducted under the FIA International Sporting Code including Appendices, the National Competition Rules of CAMS and such rules and regulations as may be issued by, or in conjunction with, the organising body of each race meeting

#### 1.1 FURTHER REGULATIONS AND INSTRUCTIONS:

The Organiser reserves the right to issue further General Supplementary Regulations and/or Instructions to each Competitor and/or Driver and these shall be of the same effect as these Regulations (refer NCR 63).

#### 1.2 OFFICIALS OF THE MEETING:

Supplementary Regulations shall contain the names of Stewards of the Meeting, Clerk of the Course, Assistant Clerks of the Course, Judges, Handicapper and other officials, as relevant.

#### 1.3 ELIGIBILITY:

To any International meetings, or meeting involving a CAMS Championship, or such other meetings as may be decided on from time to time, CAMS may appoint a Technical Commissioner/Delegate or Scrutineers for the specific purpose of determining automobile eligibility.

#### 1.4 ELIGIBLE COMPETITORS:

Each person participating must be the holder of the appropriate licence issued by CAMS or another ASN as detailed in RMSR 2.8, as appropriate.

(a) In the case of PSKJ and NSKJ licence holders, competition is restricted to the 125 Non-Gearbox Junior class for 12 and 13 year olds and the 125 Gearbox and Non-Gearbox Light and Heavy classes for 14 and 15 year olds.

(b) In the case of International competition, only a person being the holder of an International licence, issued by CAMS or any other ASN, is eligible to enter or drive. Each holder of an International licence issued by an ASN other than CAMS is required to have his entry form endorsed by his parent ASN or to produce to the Organiser an authority to compete (a Visa) in each event under CAMS jurisdiction.

#### 1.5 ABANDONMENT OR CANCELLATION OF THE MEETING:

The Organiser reserves the right to postpone or abandon any or all of the events. If, owing to unforeseen circumstances, a race is stopped before the completion of the full distance the Organiser shall have discretion (subject to the approval of CAMS and the provisions of NCR 115 and 116) regarding the awarding of prizes.

### 2. ENTRIES

#### 2.1 ENTRIES, DATES AND FEES:

Each entry shall be acceptable only if made on the official entry form, fully completed and accompanied by the relevant fees.

**Note:** Each Competitor is reminded of the provisions of NCR 72, under which each Competitor should consider nominations for a meeting as an obligatory contract.

#### 2.2 NUMBER OF ENTRIES:

Each Organiser reserves the right to stipulate the maximum number of entries for each event, subject to the requirements of CAMS.

#### 2.3 CONDITIONAL ACCEPTANCE:

In the event of the number of entries exceeding the maximum number of starters permitted, the Organiser reserves the right to accept entries conditionally. In the event of such conditional acceptance, such Competitors shall be regarded as reserves and may compete upon a vacancy occurring amongst the accepted entries.

#### 2.4 CHANGE OF PROGRAM:

The Organiser reserves the right to vary the program subject to the approval of the Stewards of the Meeting.

#### 2.5 CHANGE OF DRIVER:

If a change of Driver or relief driver from those nominated on the entry form is required after the publication of the program, the consent of the Stewards of the Meeting must be obtained (refer NCR 143).

## **2.6 REFUSAL OF ENTRIES:**

The Organiser reserves the right to refuse an entry, subject to the approval of CAMS in accordance with NCR 83, without assigning a reason.

## **2.7 CLOSURE OF ENTRIES:**

Entries for a non-Championship event may close on the day of the competition. For a Championship event, the close of entries shall be specified in Supplementary Regulations but shall in no case be less than three days prior to the event (refer NCR 76 & 80).

## **3. INSURANCE**

### **3.1 PERSONAL ACCIDENT/ PUBLIC RISK:**

Certain public, property, professional indemnity and personal accident insurance is provided by CAMS in relation to each event. Further details can be found in the CAMS Insurance Handbook, available at [www.cams.com.au](http://www.cams.com.au)

## **4. SCRUTINY**

### **4.1 TARGETED SCRUTINY:**

Each kart shall be subject to the provisions of the Targeted Scrutiny Program as detailed in the CAMS Targeted Scrutiny Program Matrix. The Targeted Scrutiny Program is an ongoing program which is based on a combination of routine and random audits of karts and Driver's apparel to ensure that all equipment remains in compliance with all relevant regulations. A routine audit shall be conducted on each kart every 12 months or at every fourth race meeting, whichever comes first.

**Please note:** Each reference in these regulations to the Chief Scrutineer automatically includes each nominee appointed by the Chief Scrutineer.

### **4.2 RESPONSIBILITIES OF THE COMPETITOR:**

It is the responsibility of each Competitor to ensure full compliance with all provisions of the Targeted Scrutiny Program as follows:

- (a) A Targeted Scrutiny Declaration must be completed and submitted with the entry form for each kart entered for a meeting.
- (b) Each kart that is selected for an audit at a meeting under the Targeted Scrutiny Program must be presented in a complete and finished state at the time and location as advised by the Chief Scrutineer.
- (c) All Driver's apparel shall be subject to random audits throughout the meeting and must be made available for inspection at any time as requested by the Chief Scrutineer.

### **4.3 ELIGIBILITY:**

Each competing kart shall comply with one of the classes for Superkarts as defined in the relevant regulations.

### **4.4 KARTS TO BE COMPLETE:**

The onus is on the individual Competitor to present their kart for scrutineering, at the appropriate times, in a complete and finished state, in "ready to race" condition, and with competition numbers and all intended advertising in place.

### **4.5 DOCUMENTATION:**

The kart entered for the meeting must correspond with the detailed description contained in the relevant Recognition Document (as appropriate) and the log book issued for that kart in accordance with the provisions of Schedule L (refer to "General Requirements for Cars and Drivers"). Any variation may result in the kart being excluded, the forfeiture of any fees paid and the application of other penalties at the discretion of the Stewards of the Meeting in accordance with the NCR.

### **4.6 EXAMINATION FOR ELIGIBILITY:**

Should the Clerk of the Course and/or the Chief Scrutineer at any time suspect that a kart does not comply with the Regulations, he may so advise the Competitor and/or pit manager and/or Driver thereof, and failing receipt of an adequate explanation which he, in his sole discretion, consider satisfactory, he may require the kart to be dismantled sufficiently to be examined on the point/s of question. Should such question/s arise before or during the meeting, it may be requested that such examination be postponed until after the meeting, and in such cases where permission is granted, immediately upon completion of the race the kart must be impounded.

### **4.7 FOR STATE AND AUSTRALIAN CHAMPIONSHIPS:**

Only two engines per Driver may be accepted at scrutineering for use during such Championship meetings.

#### **4.8 IMPOUNDING:**

A competing kart, regardless of its placing, may be impounded by the Organiser at the conclusion of its race. In the case of a kart being impounded, the cost of examination (if any) and replacement of gaskets, etc, shall be payable by the Competitor, save as provided in NCR 210.

#### **4.9 ACCIDENTS AND SCRUTINEERING:**

Any damage incurred during practice or racing may necessitate the kart being black-flagged and returning to the pits forthwith for examination by the Chief Scrutineer. Following rectification (if any), such kart may rejoin the race at the discretion of the Clerk of the Course upon advice from the Chief Scrutineer. Each kart damaged during practice or racing due to an accident is required to be returned to the scrutineering bay for examination by the Chief Scrutineer. They shall not be released to Competitors other than upon the direction of the Chief Scrutineer.

#### **4.10 ENGINE MEASURING:**

A designated engine measurer and any assistants as required shall be appointed for all Australian and State Championship meetings, details of whom shall be listed in the Supplementary Regulations for the meeting.

Each engine that is to be measured for compliance to the Superkart Technical Regulations shall be measured within two days of the completion of the subject race meeting. The Organiser of the event shall be responsible for providing a suitable time, date and venue for engine measuring to take place, details of which shall be listed in the Supplementary Regulations for the meeting.

### **5. PRACTICE**

#### **5.1 SCRUTINEERING IS COMPULSORY:**

No kart shall be permitted to practice or race without first having been passed by the Chief Scrutineer.

#### **5.2 PRACTICE TIMES:**

Practice session times shall be advised in Supplementary Regulations.

#### **5.3 PRACTICE IS COMPULSORY:**

- (a) Unless specifically permitted by the Clerk of the Course, each Driver and relief driver shall complete a minimum number of timed laps in practice and/or qualifying as may be specified in Supplementary Regulations. Failure to do so may result in disqualification, at the discretion of the Clerk of the Course.
- (b) When it is impossible for a Driver to practice in the kart in which they intend to race, they may be permitted at the discretion of the Clerk of the Course, to practice in a kart of similar type.
- (c) In the case of a Driver who fails to appear for practice or does not practice, the following shall apply:
  - (i) If the holder of a PSK or NSK Superkart Licence, and the Driver can provide evidence that they have participated satisfactorily as a Driver in a Race or Speed activity on the circuit previously, permission to race may be given, but only in exceptional circumstances and at the discretion of the Clerk of the Course and Stewards of the Meeting. If permission is granted such Driver shall start from the rear of the grid in the first race they participate in, and shall be allocated a grid position in each subsequent race according to the regulations for that event.
- (d) For a Championship event, only a kart which has specifically practiced for that event shall be allowed to run in it. In exceptional cases, and with the permission of the Clerk of the Course, a kart which has practiced out of session may be allowed to start from the rear of the grid.

#### **5.4 NON-STARTERS AND RESERVES:**

Each Driver who fails to practice or does not notify the Organiser that they cannot attend practice may, at the discretion of the Organiser, be replaced on the grid by the first eligible reserve.

#### **5.5 DISCRETIONARY PRACTICE:**

The Clerk of the Course may, at their discretion and in exceptional circumstances, permit a practice period on race day.

#### **5.6 KART ELIGIBILITY:**

The Chief Scrutineer at a meeting, having noted an area of minor non-compliance, at initial scrutineering may complete a statement as follows:

*"In my view the minor ineligibility noted in the log book of this kart does not improve the performance to such an extent that the kart should be excluded from this meeting."*

Each log book bearing any endorsement by the Chief Scrutineer shall be withheld until the conclusion of scrutineering (the kart in the meantime being eligible to practice unless the notation was to the effect that the kart was rejected). At that time, each such log book shall be placed before the Stewards of the Meeting who

shall advise whether they shall permit the kart to participate or not. Stewards of the Meeting shall permit minor infringements subject to the endorsement noted above. If the Stewards of the Meeting have specifically approved the participation of a kart notwithstanding a log book endorsement, then no protest or complaint on that ground by any other person shall be accepted in respect of that meeting.

## **6. RACING**

### **6.1 STARTER'S ORDERS:**

Each kart ready for the start of a race is under the orders of the starter from the moment when the five second signal is given for a standing start or when the start signal is given for a rolling start. In no case shall the starting signal be repeated (refer Appendix H, "Race" section of the CAMS Manual of Motor Sport, and NCR 38).

### **6.2 DELAYED START:**

In the event of it being necessary to hold or delay the start a board showing the words "Start Delayed" shall be shown to the starting grid and the yellow flashing lights shall be shown at the start line. If the red light has been switched on, it must remain on. If a flag is to be used to give the start signal and has been raised, the starter shall furl the flag before lowering it. If the starting procedure recommences, it shall be from the "one minute" signal.

### **6.3 NON-STARTER:**

A Driver not coming under the starter's orders shall be deemed a non-starter. A Driver shall be considered as having started if under starter's orders at the start.

### **6.4 GRID POSITIONS:**

The first heat shall be randomly gridded, the second heat gridded as the reverse of the first. Each following heat shall be gridded taking into account the results of the previous heats unless specified in event regulations.

### **6.5 START PROCEDURE:**

Each race start shall be either a massed standing start or rolling start, as specified in Supplementary Regulations.

### **6.6 HANDICAPPING:**

Where applicable, handicaps shall be allocated at the discretion of the handicapper.

### **6.7 STALLED KART:**

Each kart the engine of which is not running at the start signal shall be push started by officials after the departure of the other karts.

### **6.8 DRIVER:**

Each Driver may drive in only one kart in a class, unless specifically permitted by race regulations.

### **6.9 SIGNALLING:**

Only one person per kart continuing in the competition is allowed in the signalling area and then only if signalling to that specific kart.

### **6.10 CIRCUIT BREAKDOWNS:**

If a kart stops on the circuit (other than at the pits) at any time during an event:

- (a) the Driver at the time alone may work on the kart, except that if it is unsafe to do so, the kart may be moved to the nearest safe place at the discretion of the Clerk of the Course;
- (b) at the Driver's request, or if the kart cannot be repaired, the kart may be moved to the nearest safe place or to the pits;
- (c) only officials of the meeting shall be empowered to assist in the moving of a kart, and then only if this may be done without prejudice to normal duties. Notwithstanding the foregoing, the practice of working on a kart other than at the pits as legislated above in all save endurance events is discouraged and may be specifically precluded by the Supplementary Regulations.

### **6.11 PIT STOPS:**

Only two persons are permitted to work on the kart at any time whilst participating in an event. The Driver, if not assisting with repairs or replenishments, may remain seated (except during refuelling) at the wheel of the kart. The Driver, in such circumstances, shall not be included amongst the regulation number working on the kart.

In the event of a change of Drivers, assistance from the Driver leaving the kart shall not be counted in the two persons working on the kart on condition that only the functions mentioned are performed. A person holding conversation with the Driver is not included in the two people permitted to work on the kart. In the event of a

kart being delayed beyond the normal time taken for tyre change and/or refuelling, officials may, in the interest of safety, require the kart to be removed from the pit apron.

Notwithstanding the foregoing, the Organiser may impose a limitation on the number of people allowed to work on the kart wherein the number specified in Supplementary Regulations shall replace the number mentioned above.

During re-fuelling operations in races, engines are required to be stopped.

At the completion of a pit stop, mechanics or officials may assist the Driver to re-start

#### **6.12 FINISHERS:**

To be classified as a finisher, a kart must cross the finishing line under its own power not later than three minutes after the relevant class winner has done so (in the case of circuits of 3km or less) or six minutes (in the case of circuits longer than 3km); moreover, it must have covered at least 75% of the distance covered by such winner.

#### **6.13 RESTARTING THE RACE:**

When the red flag signal is given at the start/ finish line and red flags are shown around the circuit, each Driver shall immediately stop racing, reduce speed, and proceed slowly to the pit entry road. From there he shall be directed by officials in the knowledge that:

- (a) race classification (or part race classification) shall be the order in which each kart crossed the finishing line at the end of the lap prior to that during which the signal to stop the race was given;
- (b) race and service vehicles may be on the track;
- (c) the circuit may be totally blocked because of an accident or for some other reason;
- (d) climatic conditions may have made the circuit undriveable.

### **7. CODE OF DRIVING CONDUCT**

#### **7.1 CONDUCT ON TRACK:**

- (a) During the race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up on a straight by a kart which is either temporarily or constantly faster, the Driver shall maintain a constant line in order to allow for safe passing.
- (b) Curves, as well as the approach and exit zones thereof, may be negotiated by the Driver any way they wish, within the limits of the track. Overtaking, according to the circumstances prevailing, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature direction changes, deliberate crowding of karts towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences.
- (c) Any obstructive manoeuvre carried out by one or several Drivers, with or without common interests, is prohibited. The persistent driving abreast of several karts, as well as a fan-shaped arrangement, is authorised only if there is not another kart trying to overtake.
- (d) The blue flag shall also be shown to any Driver who obstructs part of the track and the penalty inflicted for ignoring the flag shall be more severe in the case of systematic obstruction. The same principles apply to each Driver who swings from one side of the track to the other in order to prevent another Driver from overtaking.
- (e) The Driver of a kart leaving the race shall signal their intention in good time and is responsible for ensuring that the manoeuvre is carried out safely.
- (f) A competing kart having left the course with all four wheels shall:
  - (i) rejoin the course as near as possible to the point of exit compatible with safety;
  - (ii) not rejoin the course until it is safe to do so.
- (g) Whilst practising or competing, each kart shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify. The track is the portion of the sealed surface between and including the solid edge lines.
- (h) Should a Driver be compelled to stop their kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as practical so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the officials to assist. In that case if the Driver succeeds in restarting his kart without any other external help and rejoins the race without committing a breach of

the regulations and without gaining an advantage from the preceding movement of the kart to a safer place or even to the pits, they shall not be excluded from the race.

- (i) The pushing of a kart by another competing kart along the track or pushing it across the finishing line is not allowed and shall entail immediate exclusion of the kart or karts concerned (save as provided for in 7.1 h). A Driver may push his kart to restart if it is safe to do so.
- (j) The deceleration zone (pit entry road) is part of the pits area.
- (k) During a practice session or a race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be disqualification from the race, or the relevant practice session, and such other penalty as the Stewards of the Meeting may apply.

## **8. PENALTIES**

### **8.1 PENALTIES ISSUED BY THE CLERK OF THE COURSE:**

A breach of a regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of up to a one-minute penalty to be added to the race time or to each qualifying lap, for each and every breach without prejudice to further penalty as provided hereinafter.

When occurring during a race, a breach of a regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of a time, stop/go or pit lane drive-through penalty.

### **8.2 NOTIFICATION OF TIME PENALTIES:**

Each time penalty imposed as a result of a Judge of Fact decision (eg, false start) shall be:

- (a) notified as soon as practical to the Competitor's replenishment station;
- (b) notified to the whole of the field by the display at the control line of an appropriate signal, together with the Competitor's number.
- (c) Other time penalties authorised in Regulations shall be advised to the Competitors' replenishment station.
- (d) Failure to give the notification referred to herein, although in itself a breach of these regulations, shall nevertheless not expunge such time penalty.

### **8.3 PIT LANE PENALTIES:**

Where the NCR, any appendices thereto, or the Supplementary Regulations governing a specific event or meeting provide for a penalty expressed as time for an infringement thereof, the Clerk of the Course may call such offending Driver into the pits by use of the black flag, and keep that kart and Driver in the pits for such period that they believe appropriate, and in such case, no further time penalty shall be applied to that Driver for that infringement.

## **9. GENERAL**

### **9.1 FIRE EXTINGUISHERS:**

Each Competitor must present a fire extinguisher of 900 grams minimum capacity at scrutineering as part of their pit equipment. Extinguisher must comply with Australian Standard 1841 (refer to Schedule H, "General Requirements for Cars and Drivers" section of the CAMS Manual of Motor Sport).

### **9.2 SMOKING:**

Smoking (including e-cigarettes) or any naked flame is prohibited in the pit area and on the pit apron at any time during the meeting.

### **9.3 ALCOHOLIC LIQUOR:**

The consumption of alcoholic liquor by a Driver or pit crew before the end of competition on the day is forbidden. The consumption of alcoholic liquor within the pit or paddock area is prohibited at all times prior to the conclusion of the meeting.

### **9.4 PROTESTS:**

Protests may be lodged only in accordance with Part XII of the NCR.

### **9.5 COMPLIANCE:**

Each Competitor is reminded that in the case that they or any of their Drivers or pit crew do not comply with any of the requirements of the NCR, these regulations or the provisions of the Supplementary Regulations and/or any further regulations/instructions:

- (a) (if occurring during racing) a breach may involve the competing kart being black-flagged and action being taken;

(b) (at other times) such action may be taken as is provided for in NCR 183. (Refer NCR 144.)

**9.6 PROHIBITED AREAS:**

Only such persons and vehicles as are in the opinion of the Promoter necessary or essential for the conduct of the meeting shall be permitted inside the safety fenced area. Access to such area by any person other than those for whose passes are specifically issued, or misuse of such passes, may result in disciplinary action against any Competitor concerned.

**9.7 FLAG SIGNALS:**

Signals shall be given in accordance with Appendix H of the NCR (refer "Race" section of the CAMS Manual of Motor Sport).

**9.8 PRIZE MONEY:**

Unless specifically approved by CAMS, not more than 50% of the total value of all prizes and awards in races may be conditional. A conditional award may be based only on the following possibilities:

- (a) characteristics of the Driver (eg, novice, provisional licence holder etc)
- (b) display of advertising material
- (c) use of goods or services and not otherwise unless specifically approved by CAMS.

**9.9 NOISE:**

The Organiser shall have the necessary noise measuring devices in place, and ensure that they are in operation throughout the entirety of each race meeting. In order to assist Competitors, after each practice and qualifying session, each Driver of a kart which records sound levels of between 93 and 95dB(A) must be advised of that by the Organiser.

Each kart which records in excess of 95dB(A) at any time must be removed from the circuit, and not permitted to resume practice or racing until the Organiser is satisfied that work has been carried out to rectify the problem.

At each race meeting, an official must be nominated Judge of Fact (noise level) and his name included in the regulations for the meeting.

**9.10 MEDICAL AND AMBULANCE REQUIREMENTS:**

The requirements in respect of medical trackside services and emergency medical response for Superkart races are listed in the "General Regulations" section of the CAMS Manual of Motor Sport.

**9.11 LONG HAIR:**

- (a) At all times when driving a kart, long hair must be retained within protective apparel.
- (b) Drivers may use a hair net, hood, balaclava or other device to retain hair.
- (c) Extremely long hair must be retained within a hood, balaclava and driving suit and not tucked under helmet, in order to avoid compromising the helmet's performance in the event of an impact.