RACE

Superkart Racing – Standing Regulations

1. ADMINISTRATION

1.1 All race meetings in Australia are conducted under the International Sporting Code of the FIA, the National Competition Rules of CAMS and such race rules and regulations as may be issued by, or in conjunction with, the organising body of each race meeting.

1.2 **Further Regulations and Instructions:** The organisers reserve the right to issue further General Supplementary Regulations and/or Instructions to Entrants and/or Drivers and these shall be of the same effect as these Regulations (see NCR 63).

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

1.4 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 or Scrutineers for the specific purpose of determining vehicle eligibility.

1.5 **Eligible competitors:** Persons participating must be holders of the appropriate CAMS-issued licence. Refer to regulation 9, "General Regulations of CAMS" in the CAMS Manual of Motor Sport. In the case of International competition, only persons being the holders of an International licence, issued by CAMS or any other ASN, are eligible to enter or drive.

1.6 **Abandonment or cancellation of the Meeting:** The organisers reserve 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 organisers 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:** Entries shall be acceptable only if made on the official form, fully completed and accompanied by the relevant fees.

Note: Competitors are reminded of the provisions of NCR 72, under which entrants 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 promoters reserve 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:** Organisers reserve the right to vary the program of events.

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 must be obtained (see NCR 143).

2.6 **Refusal of entries:** The promoters reserve the right to refuse any entry, subject to the approval of CAMS in accordance with NCR 83, without assigning a reason.

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

3. INSURANCE

3.1 **Personal accident:** Drivers, relief drivers, pit crew and officials are covered by personal accident insurance under the terms of the CAMS National Insurance Scheme (see Appendix I to the NCR – refer to Insurance section of CAMS website, *www.cams.com.au*).

3.2 **Public risk:** Public risk insurance has been effected by the promoters. The policy includes the legal liability of CAMS, the appropriate race organisers, and participants. See Appendix I for details.

4. SCRUTINEERING

4.1 **Scrutineering:** All competing karts must pass scrutineering before practice, and thereafter as stipulated in Supplementary Regulations including post-race scrutineering. Fire extinguishers complying with Article 9.1 are to be presented.

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

4.3 **Karts to be complete:** The onus is on the individual competitor to present his 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.

4.4 The kart entered for the meeting must correspond with the detailed description contained in the relevant Recognition Form (as appropriate) and the log book issued for that kart. Any variation may result in the vehicle being excluded, the forfeiture of any fees paid and the application of other penalties at the discretion of the stewards in accordance with the NCR.

4.5 **Examination for eligibility:** Should the Clerk of Course and/or the scrutineers at any time suspect that a kart does not comply with the Regulations, they may so advise the entrant and/or pit manager and/or driver thereof, and failing receipt of an adequate explanation which they, in their sole discretion, consider satisfactory, they may require the kart to be dismantled sufficiently to be examined on the points 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.

4.6 **For State and National Championships:** Only two engines per driver may be accepted at scrutineering for use during such Championship meetings.

4.7 **Impounding:** Any competing kart, regardless of its placing, may be impounded by the organisers at the conclusion of its race. In the case of any vehicle impounded, the cost of examination (if any) and replacement of gaskets, etc, shall be payable by the entrant, save as provided in NCR 210.

4.8 **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 scrutineers. Following rectification (if any), such kart may rejoin the race at the discretion of the Clerk of Course upon advice from the Chief Scrutineer.

Karts damaged during practice or racing due to an accident are required to be returned to the scrutineering bay for examination by scrutineers. They will not be released to entrants other than upon the direction of the Chief Scrutineer.

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

Engines that are 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 organisers 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 will be permitted to practice or race without first having been passed by the scrutineers.

5.2 **Practice times:** Practice session times will be advised in Supplementary Regulations.

5.3 **Practice is compulsory:**

(i) Unless specifically permitted by the Clerk of Course, all drivers and relief drivers shall complete a minimum number of timed practice laps as may be specified in Supplementary Regulations. Failure to do so may result in exclusion, at the discretion of the Clerk of Course.

(ii) When it is impossible for a driver to practice in the kart in which he intends to race, he may be permitted at the discretion of the Clerk of Course, to practice in a kart of similar type.

(iii) In the case of drivers who fail to appear for practice or do not practice, the following will apply:

(a) If the holder of an NSK Superkart licence, and the driver has raced on the circuit previously, permission to race may be given, but only in exceptional circumstances and at the discretion of the Clerk of Course and Stewards of the Meeting. If granted such driver will start from the rear of the grid in each race in which he participates.

(b) If the holder of a PSK Superkart licence, the driver shall not be permitted to race.

(iv) For Championship events, only vehicles which have specifically practiced for that event will be allowed to run in it. In exceptional cases, and with the permission of the Clerk of Course, vehicles which have practiced out of session may be allowed to start from the rear of the grid.

5.4 **Non-starters and reserves:** Drivers who fail to practice or do not notify the organisers that they cannot attend practice may, at the discretion of the organisers, be replaced on the grid by the first eligible reserves in order.

5.5 **Discretionary practice:** The Clerk of Course may, at his discretion and in exceptional circumstances, permit a practice period on race day.

5.6 **Vehicle eligibility:** The senior scrutineering official 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, and thus it may compete in this condition for this meeting only."*

All log books bearing any endorsement by scrutineers will be withheld until the conclusion of scrutineering (the vehicles in the meantime being eligible to practice unless the notation was to the effect that the kart was rejected). At that time, all such log books will be placed before the stewards who will advise whether they will

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permit the kart to participate or not. Stewards will permit minor infringements subject to the endorsement noted above. If the stewards 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: and karts ready for the start of a race are under the orders of the starter from the moment when the "one minute" signal is raised until the start. In no case shall the starting signal be repeated (see Appendix H, "General Regulations of CAMS", 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 "Delay Start" shall be displayed and the flag shall be furled if it has been raised. If the starting procedure recommences, it shall be from the "one minute" signal.

6.3 Non-starter: Any driver not coming under the starter's orders shall be deemed a non-starter. A driver will be considered as having started if under starter's orders at the start.

6.4 Grid positions: The first heat will be computer gridded, the second heat gridded as the reverse of the first. The following heats will be gridded taking into account the results of the previous heats.

The starter is not required to allow additional formation laps.

6.5 Start procedure: All starts shall be standing massed starts, unless specifically stated otherwise in Supplementary Regulations, from a grid with engines running beforehand.

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

6.7 Stalled kart: Any kart the engine of which is not running at the fall of the flag will be push started by officials after the departure of the other karts.

6.8 Driver: Drivers 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:

(i) 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 Course;

(ii) at the driver's request, or if the kart cannot be repaired, the vehicle may be moved to the nearest safe place or to the pits;

(iii) 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 their normal duties. Notwithstanding the foregoing, the practice of working on karts 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 any 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, will 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 will not be counted in the two persons working on the kart on condition that only the functions mentioned are performed. Persons holding conversations with the driver are not included in the two people permitted to work on the kart. In the event of any 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, race organisers may impose a limitation on the number of people allowed to work on the car wherein the number specified in Supplementary Regulations will 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.

Drivers of karts rejoining the race after a pit-stop must obey the directions of the officials concerned.

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 thee 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, all drivers shall immediately stop racing, reduce speed, and proceed slowly to the pit entry road. From there they will be directed by officials in the knowledge that:

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

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7. CODE OF DRIVING CONDUCT

7.1 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.

7.2 Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers 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 cars 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.

7.3 Any obstructive manoeuvre carried out by one or several drivers, with or without common interests, is prohibited. The persistent driving abreast of several vehicles, as well as a fan-shaped arrangement, is authorised only if there is not another kart trying to overtake.

7.4 The blue flag will 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 drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.

7.5 The driver of any kart leaving the race shall signal his intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

7.6 Any competing kart having left the course with all four wheels shall:

(i) rejoin the course at the nearest point of exit from it, compatible with safety;

(ii) not rejoin the course until it is safe to do so.

7.7 Whilst practising or competing, karts 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 white edge lines.

7.8 Should a driver be compelled to stop his 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 any breach of the regulations and without gaining any advantage from the preceding movement of the kart to a safer place or even to the pits, he will not be excluded from the race.

7.9 The pushing of a kart by another competing kart along the track or pushing it across the finishing line is not allowed and will entail immediate exclusion of the kart or karts concerned (save as provided or in 7.8). Drivers may push their kart to restart if it is safe to do so.

7.10 The deceleration zone (pit entry road) is part of the pits area.

7.11 During practice sessions and the race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be exclusion from the race, or the relevant practice session, and such other penalty as the Stewards may apply.

8. PENALTIES

8.1 Notwithstanding the provisions of NCR 185 (Imposition of Penalties), breach of any regulation detailed herein may, at the discretion of the Clerk of Course, involve the imposition of a one-minute penalty to be added to the race time for each and every breach without prejudice to further penalty as provided hereinafter. When occurring during racing, any breach may involve the car being recalled to the pits (black flagged) for rectification or warning by the Clerk of Course. In long-distance races and in the case of repeated breaches of these rules, if the pit manager has sufficient grounds for disagreement with such opinion, the car may continue pending, if necessary, a hearing before the Stewards of the Meeting, providing that safety is not thereby prejudiced.

Notes:

(i) fraudulent, frivolous or insufficient reason for disagreement shall be deemed a breach of this regulation and will result in charges being laid.

(ii) nothing in the foregoing shall be deemed to affect the powers and/or authority of the Stewards of the Meeting, the actions and decisions of the Clerk of Course being without prejudice to any further penalty which may be imposed by the Stewards of the Meeting.

8.2 Notification of time penalties:

(i) time penalties imposed as a result of Judge of Fact decisions (eg, false starts) shall be:

(a) notified in writing as soon as practical to the competitor's replenishment station;

(b) notified to the whole of the field by the display at the start/finish of a sign "One Minute Penalty" together with the competitor's number.

(ii) other time penalties authorised in Regulations shall be advised in writing to the competitors replenishment station.

(iii) failure to give the notification referred to herein, although in itself a breach of these regulations, shall nevertheless not expunge such time penalty.

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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 to Australian Standard 1841, 1846 or 1848 (refer to Schedule H – "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport).

9.2 Smoking: or any naked flame is prohibited in the pit area and on the pit aprons at any time during the meeting.

9.3 Alcoholic liquor: The consumption of alcoholic liquor by drivers or pit crews before the end of their 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: Entrants are reminded that in the case of they or any of their drivers or pit crew not complying with any of the requirements of the NCR, these regulations or the provisions of the Supplementary Regulations and/or any further regulations/instructions:

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

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

9.6 Prohibited areas: Only such persons and vehicles as are in the opinion of the promoters 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 will be given in accordance with Appendix H of the NCR (refer "General Requirements for Cars and Drivers").

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.

Conditional awards may be based only on the following possibilities:

- characteristics of the driver (eg, novice, provisional licence holder etc)
- display of advertising material
- use of goods or services

and not otherwise unless specifically approved by CAMS.

9.9 Noise: Stewards must ensure that organisers have the necessary noise measuring devices in place, and that they are in operation throughout the entirety of each race meeting.

In order to assist competitors, after each practice and qualifying session, drivers of karts which record sound levels of between 93 and 95dB(A) must be advised of that by the organisers.

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

At all race meetings, 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 "General Regulations of CAMS" *(see www.camsmanual.com.au).*

9.11 Long hair:

(i) At all times when driving a kart, long hair must be retained within protective apparel.

(ii) Drivers may use a hair net, hood, balaclava or other device to retain hair.

(iii) 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.

10. PENALTIES

Where the National Competition Rules, any Appendices thereto, any regulations made by CAMS, or the regulations governing a specific event or meeting provide for a penalty expressed in time for an infringement thereof, the Clerk of Course may, at his sole discretion, call such offending driver in to the pits by use of the black flag, and keep that kart and driver in the pits for such period that he believes appropriate; and in such a case, no further time penalty will be applied to that driver for that infringement.

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