



KARTSPORT SA Rules and Regulations.

Third edition, May 2024..

1. DEFINITIONS

- 1.1 AASA – Australian Auto Sport Alliance.
- 1.2 Kartsport SA Protest and Appeal Committee - shall consist of three (3) independent persons.
- 1.3 Force Majeure - Weather and track safety which the organisers have no control over and results in an event not being completed or being altered.
- 1.4 Licence – is the certificate of registration issued by AASA to a person wishing to compete in Kartsport SA events.
- 1.5 The Start - is the moment when the order is given to start racing to the competitors.
- 1.6 PULP- Premium unleaded petrol
- 1.7 Club premises are defined as all areas under control of the club and shall include the race track, driveways, carpark, canteen, pit area and public viewing area.
- 1.8 A race meeting commences from the time of entering club premises and concludes at the closing of club premises.

2. KARTSPORT SA RULES OF RACING AND CONSTITUTION

- 2.1 The Kartsport SA Rules of Racing shall be available to all members via the website.
- 2.2 Updates to the Rules of Racing concerning safety may be made from time to time without re-issue of the Rules of Racing. All Drivers shall race under the current official Rules of Racing and Constitution, a copy of which will be available to all members via the website and upon request in the stewards room.
- 2.3 It is a Licence holder's responsibility to make themselves fully acquainted with the official Rules of Racing and the Kartsport SA club constitution.
- 2.4 Members who have been expelled for breaches of alcohol and drug, verbal, physical, behavioural or intimidating an official or fellow competitor shall be excluded from attending any Kartsport SA activities.
- 2.5 All penalties imposed must have a specified period stating the start and completion date of penalty to be served.

3. INTERPRETATION, SPIRIT AND INTENT

- 3.1 Interpretation of Rules of Racing shall be decided by the Kartsport SA executive committee whose decision shall be final.
- 3.2 Kartsport SA make no pretence of having designed a fool proof set of Rules of Racing and Regulations, nevertheless Drivers, Crews and participants are required to abide by both the Rules of Racing and the spirit of the Rules of Racing.
- 3.3 Senior Drivers will be responsible for the conduct of their respective Pit Crews including crew members. Any violation will be charged directly to the Driver.

3.4 Junior Drivers shall be responsible for themselves, but not be responsible for any adult involved with them. That adult will be responsible for their own conduct. All junior drivers must have a responsible person to act as a guardian.

4. LICENCES

4.1 Any person, on accepting a Kartsport SA issued AASA licence (the licence holder), shall comply with all the rules and regulations of Kartsport SA and be responsible for any infringements of them.

4.2 Kartsport SA may refuse to issue a Licence without giving any reason for such refusal.

4.3 No person is authorised to compete or participate unlicensed.

4.4 All persons applying for a Kartsport SA / AASA licence must declare their Date of Birth for identification purposes.

4.5 Juniors, Cadets, Rookies & Midgets

a) Cadet/Midget drivers are defined as being 7 years of age until their 10th birthday. At the age of 9 years old the driver may elect to become a Rookie or continue as a Midget driver until their 10th birthday. Once 10 years old they must go into Rookie class.

b) Cadet/Rookie drivers are defined as being 9 years of age up to 12 years of age. At the age of 11 years old the driver may elect to become a Junior or continue as a Rookie driver until their 12th birthday. Once 12 years old they must go into Junior class.

c) Junior drivers are defined as being 11 years of age up to 15 years. Once 15 years old they must go into a Senior class.

4.6 To be eligible to race in Senior Open class a driver must be 16 years of age.

5. RULES OF RACING

5.1 Licenced Juniors, Cadets, Rookies and Midgets must not be on the track at the same time as Senior drivers in any circumstances. No Junior Driver or Senior Driver is allowed to practice or compete on the track at the same time.

5.2 It is the Drivers responsibility to get their kart on and off the track as requested by the Officials of the day.

5.3 No Driver shall restart in a race if he or she was out of that race one (1) lap prior to the incident that took place causing the restart.

5.4 If a nominated Driver cannot make their dummy grid position, then the rest of the field will be adjusted by moving all Drivers up one grid position accordingly. If Drivers fail to take up their grid position once on the track, moving the row forward will close up the grid.

5.5 If a Driver is not in their rightful grid position prior to the race start, the Driver shall raise their hand to signal this to the Starter.

5.6 The pole position holder governs the speed of a rolling start. This speed shall not be excessive as to make it difficult for the karts at the rear of the field to keep formation.

5.7 From the time karts are released from the grid until the start is given, Drivers are under Starters orders. Karts will cover at least one (1) formation lap before a race start may be given. The start shall be a rolling start. At the end of formation lap(s) Drivers will approach start area at a slow speed in two (2) lines. No kart shall accelerate before the green light/flag is given. If the starter is not happy with procedure he/she will not wave the flag to indicate a race start and the field will do a further form-up lap.

5.8 No karts shall accelerate faster than the pole position holder until the start signal is given.

5.9 No karts shall break formation until the start signal is given unless they break formation and decelerate because of unforeseen circumstances.

5.10 During racing, any kart which is to be overtaken shall hold their line and not baulk the kart doing the overtaking.

5.11 A Driver who causes a kart to make contact with another kart or who drives or acts in a manner that could endanger them or any other persons may be penalised.

5.12 A Driver that is deemed to have deliberately displaced or spun out a fellow competitor shall receive either a penalty greater than or equal to the points that the competitor would have received had the Driver not been disadvantaged or a deduction of points agreed upon by the Stewards.

5.13 No Driver shall push start their own kart. There shall be at least one (1) pusher preferably two (2)

5.14 At no time shall a Driver permit their kart to be pushed or driven in the opposite direction of the race being run.

5.15 No kart shall be restarted during the running of a race once the race has been started. Clutch driven karts are exempt provided the driver has not left the seated position and assistance is not received to restart. If the kart does not start immediately and move under its own power it must be removed from the track. Assistance of any kind to restart karts during a race is not allowed. Penalty loss of points for heat. Any driver that continues to attempt to restart their kart with field approaching for the next lap will lose all points for that heat and a further penalty of loss of points shall be imposed.

5.16 Any driver who as a result of a rollover or potentially serious injury (RED Flag/RACE stoppage) shall not be able to compete in any restart of that race, nor shall they be able to compete in any other immediate class of racing, until they have been cleared by St John or State Ambulance Service or have been observed for a minimum of 30 minutes by First Aid personnel to not have any residual effects of rollover or injury. Any person refusing assessment by First Aid personnel will be excluded from further participation in the race meeting.

5.17 Any driver that is suspected of any loss of Conscious State or serious injury that has been taken to hospital will take no further part in that meeting or any other Kartsport SA race meetings until checked out by a Medical Practitioner and medical certificate produced to the Kartsport SA secretary. Medical certificate must contain the words "fit to compete in motorsport".

5.18 If a kart comes to an unforeseen stop or loss of power in the path of other karts the Driver shall remain in the kart and raise their hand to indicate to the other Drivers the situation. Then when the track is clear and it is safe to do so, exit the kart and move self and kart to a safe place.

5.19 If whilst racing, the Driver has to exit the course, they may re-enter the track at the nearest possible point, provided they do not gain an advantage and do so safely and do not impede any other Drivers.

5.20 No Driver shall continue racing after the chequered flag is waved. All Drivers shall keep their kart circulating at a reasonable speed immediately after the chequered flag as not to impede other finishers.

5.21 To be classified a starter a Driver must face the starter and receive the green flag/light.

5.22 To be classed a finisher the Driver and their kart must pass fully over the finish line on the track proper.

5.23 Restrictor Plates must be approved and supplied by Kartsport SA and be suitably stamped for identification. When fitted to a kart all exhaust gases must pass through the restrictor plate with no modifications. The restrictor plate must be returned when no longer required.

5.24 While a Probationary Driver, the Driver shall display a "P-Plate" at the rear of the kart.

5.25 In the event of an applicant suffering from a medical condition which may affect the applicant's control of a kart, the applicant shall furnish a Medical Certificate, issued not more than ninety (90) days previously, reporting on their physical condition. This Certificate may cover any other condition which may impair a Driver's ability to drive safely. Certificate must be presented to the Kartsport SA secretary.

The Medical Certificate must contain the words "fit to compete in motorsport".

5.26 A kart which is judged to be unsafe by the Scrutineer shall not be driven until it is considered safe by the Scrutineer.

5.27 A driver may only race in a class or classes they have paid nominations for. A driver may, (subject to the Chief Steward's permission) undertake kart tuning in another class so long as it is undertaken at ROF and does not take part in competitive racing.

6. GENERAL COMPETITION

6.1 Radio communication and telemetry aids (including mobile phones) with the exception of official timing equipment are not permitted to be used by Drivers during competition.

Beacons are permitted to be used track side for the purpose of operating lap timers.

6.2 All Drivers and pit crew must attend the Drivers' briefing.

6.3 A driver may only race the kart scrutineered at the start of the meeting.

6.4 All engines shall be made available for inspection and engine measurement as requested by the Chief Steward or scrutineers.

6.5 Engines must be presented to the engine measuring area for measurement immediately after the event if requested by the Chief Steward or engine measurer.

6.6 It is the responsibility of the owner to rebuild their engine if it is dismantled.

6.7 All restarts are to go back to the lap prior to the incident causing the race stoppage. Only Drivers that are recorded as completing this lap will be eligible to restart provided they have not been in a kart which has been deemed to have caused the race stoppage. Restarts after one (1) lap will be single file rolling start.

6.8 If there is a race stoppage and 2/3rds of the race distance has been completed, the race will be declared.

6.9 Race stoppage offenders may be sent R.O.F at the discretion of the Chief Steward.

6.10 The Chief Steward shall declare a race if there is only one (1) kart left racing.

6.11 Once a race has been completed the race may not be re-run for any reason.

6.12 No dogs are allowed within the confines of the track, pits/paddock or carpark, with the exception of working dogs.

6.13 It is either the Grid Marshal or Stewards discretion at which point a kart shall be removed from the track because of failure to start.

6.14 No person shall be permitted within the circuit proper, nor use the track as a thoroughfare or cross the track whilst either practise or a race is in progress unless to assist with a potential safety issue, and then only when safe to do so.

7. THE PITS

7.1 No Driver, participant, crew or official shall smoke, use e-cigarettes, light fires, weld or use any open flame instruments within the confines of the pit, paddock or grids, nor any spectator area where children may be present.

7.2 No kart shall be driven within the confines of the pit area.

7.3 No alcoholic beverages shall be consumed within the pit area until after the completion of racing.

7.4 No Driver shall enter the in-grid at speed, such as to endanger other drivers, crews or officials.

7.5 Fully enclosed footwear must be worn within pit/paddock and grid areas.

7.6 All karts must be pitted in the designated pit area. No kart shall be started outside of the pit area.

8. GENERAL FORMAT

8.1 Before racing shall commence on any race day a Drivers briefing should be held. All drivers and guardians must attend. At this briefing, comments from the Chief Steward, Starter and other relevant details shall be discussed. Driver's Representatives may be appointed at this time. Questions from drivers should be invited.

8.2 Before racing commences there shall be a person trained in First Aid in attendance who shall manage and reassure a patient (diagnosis is not authorised). A First Aid Kit will be provided by the Club. These first aiders may only provide first aid and not perform any other duties at the meeting.

8.3 Transportation of a seriously injured patient from the track in need of diagnosis and/or medical treatment should be by recognised Practitioner/Ambulance Service.

8.4 There shall be at least two fire extinguishers available at all times.

9. GRID AND MEETING POSITIONS.

These will be advised in each race meeting Prospectus.

10. DRIVERS

10.1 Drivers are not permitted to race whilst under workers compensation.

10.2 Drivers under medical treatment shall produce a medical certificate before racing.

10.3 If a Driver requires glasses then that Driver shall wear glasses while racing.

10.4 If glasses are worn then the glasses shall be covered with a shatterproof visor.

10.5 All Drivers are recommended to be members of an ambulance fund or suitably insured for ambulance travel.

10.6 All Drivers and crews shall obey the instructions of an official.

10.7 All Drivers shall report to the Stewards or officials when requested to do so.

11. PROTECTIVE CLOTHING : whilst operating a Kart under power

11.1 All drivers must wear a helmet, which is an approved minimum of: SA2010, SAH2010, SA2015, FIA-8860, FIA-8859, M2010, M2015, K2010, K2015, CMR/CM2007, CM2016, AS1698, AS/NZ 1698, ECE-2204, ECE-2205, ECER-2205, SFI 31.1, SFI 31.1A, SFI 32.2A. Maximum age of these types of helmet will be no more than 10 years from date of manufacture. Helmets must be in sound condition, full face and fitted with a shatterproof visor as supplied by the manufacturer. No Open Face Helmets are allowed. Helmet visors must be closed whilst kart is under power within the race circuit.

11.2 All Drivers must wear abrasive resistant zip type overalls which are adequately secured at the neck, wrist and ankles (to the satisfaction of the Scrutineer). This is the minimum acceptable attire of racing. Disposable type overalls are not acceptable.

11.3 All Drivers must wear fully enclosed gloves.

11.4 All Drivers must wear securely fastened and enclosed footwear.

11.5 All Drivers with long hair must have it securely concealed inside either their helmet or clothing.

11.6 The helmet must be of a correct fitment to suit the wearer, must be worn properly positioned and must be securely fastened as per the manufacturer's instructions.

11.7 No Driver is to mount cameras on helmets or body, cameras may only be mounted on karts.

12. SCRUTINEERING

12.1 Before a Driver is permitted to drive a kart (practice or racing) the driver must hold a AASA license, pay the entry fee, sign in and confirm kart number and have kart scrutineered by the official Scrutineer. All karts must be scrutineered and have the number confirmed at scrutineering.

12.2 The Stewards on the day may ask to have a kart scrutineered at any time. This kart must be scrutineered before any driver is allowed to drive this kart (practice or racing).

12.3 It is the Driver's responsibility to present their kart and safety equipment to the scrutineer in a clean, race ready condition at scrutineering.

12.4 The kart shall be marked in an easily visible position with identification showing the kart has been scrutineered.

- 12.5 All karts and helmets involved in any accident must be scrutineered before racing again.
12.6 All karts to be scrutineered in racing condition with any adaptations to suit Junior Drivers.

13. FLAGS AND/OR LIGHTS

- 13.1 **Green or Australian Flag** – Race Start
13.2 **Yellow** – Hold position, do not pass any karts until past the next Flag Marshall point not showing a yellow flag.
13.3 **Red** – Slow Down, raise hand to acknowledge having seen flag. Drive slowly around track to pit in-grid in a controlled manner, and be prepared to pull to one side of the track and stop if directed by an official.
13.4 **Green with yellow chevron** – Reform grid on track for full race restart.
13.5 **Blue** - Driver being lapped, hold your race line.
13.6 **Black** - Faulty equipment or driver has broken rules of racing, must leave track with caution. Board with kart number will be shown.
13.7 **Black and white diagonal** – Driver being observed for bad sportsmanship. Driver must report to an official after the race. Board with kart number will be shown.
13.8 **Red and White Chequered** – All karts are to return to the pits and await further instructions.
13.9 **Black and White Chequered** – Race finished. All karts passing this flag must stop racing and slow down with caution.

14. OFFICIALS

- 14.1 All officials at Kartsport SA race meetings shall hold the appropriate licence.
14.2 The same person may undertake several official duties.

15. STEWARD(S)

- 15.1 Enforce the Rules of Racing as laid down by Kartsport SA.
15.2 Adjudicate over any disputation to arise during a race meeting.
15.3 Decide and impose penalties for any breach of the Rules of Racing.
15.4 Notify the Driver of any penalty imposed either personally or via the Driver's representative.
15.5 Prohibit from competing any Driver or kart which is considered to be dangerous as reported by officials.
15.6 Expel from the grounds any person(s) who refuses to obey the instructions of an official.
15.7 Postpone or alter the conditions of a competition for reasons of safety or 'Force Majeure'.
15.8 Appoint temporary substitutes to replace Stewards unable to perform their duties.
15.9 Authorise alteration of the official program.
15.10 Accept a correction by a judge.
15.11 Allow a meeting to be declared after less than the full number of races listed for reasons of safety or 'Force Majeure'.
15.12 Stewards have the authority to deduct a nominal number of points at any time.
15.13 Penalties that may be applied at Kartsport SA events by the Stewards
a) Verbal Reprimand/ Written Reprimand (written reprimand is not an offence)
b) Rear of Field
c) Loss of Points for Heat
d) Loss of Points for Day
e) Exclusion from Race or Meeting.
f) Expulsion from Course or Precincts.
g) Recommend to Kartsport SA Tribunal.

16. SCRUTINEER(S)

- 16.1 The scrutineer(s) shall be responsible for checking the compliance of karts to these Rules of Racing. Each kart must be examined by the scrutineer(s) and marked so as to indicate compliance.
- 16.2 Examine karts before practice/racing commences.
- 16.3 Report any irregularities to the Owner/Driver.
- 16.4 Request the rectification of any unsafe irregularities before using the kart.
- 16.5 Be available during the course of the meeting to examine karts involved in accidents as directed by the Steward(s).
- 16.6 Conduct random checks throughout the event to ensure karts are safe and comply with the rules at all times.

17. PIT/GRID MARSHALL(S)

- 17.1 Be responsible for the organisation and control of the pit area.
- 17.2 Check that all karts have taken up the correct grid positions and are ready to enter the track when requested.
- 17.3 Check that all Drivers are ready to form up into their grid position when the preceding Event has entered the race track.
- 17.4 Send Drivers to the rear of the grid when they are deemed to be delaying the meeting.
- 17.5 Check that karts have the correct scrutineering identification displayed.
- 17.6 Notify the lap scorer(s) and Steward(s) of any alterations to the program as soon as practical.

18. LAP SCORER(S)

- 18.1 Collate and record the finishing order for each kart in all classes.
- 18.2 Collate and record points scored by each kart in all classes.
- 18.3 Assist the Steward(s) in the Event of a restart when requested.
- 18.4 Notify the pit Marshall(s) of the starting order as necessary.

19. STARTER

- 19.1 Notify Drivers to form up once they have left the grid.
- 19.2 Start and finish a race.
- 19.3 In the Event of a false start or poor grid formation has the authority to send offending Driver/s to the rear of the field (ROF).
- 19.4 Assist the Steward(s).
- 19.5 Communicate with the Drivers through flags, lights and boards as necessary.

20. ENGINE MEASURER(S)

- 20.1 Be available for the purpose of engine measuring when required.
- 20.2 Organise to have the appropriate measuring equipment available as necessary.
- 20.3 Ensure that all engines presented for inspection comply with the specification for that class.
- 20.4 Report any irregularities found during engine measurement directly to the Steward(s).
- 20.5 Engine Measurers must not measure engines they have built.
- 20.6 If a driver refuses to have his/her engine either wholly or partly inspected by the engine measurers, then the driver will forfeit his or her position for the meeting in that class and may face further disciplinary action as determined by the Chief Steward and/or Kartsport SA.

21. DRIVERS REPRESENTATIVE

21.1 A drivers representative may be appointed at drivers briefing.

21.2 To be available to receive any protest, query or complaint from a driver and pass it directly to the race director or Stewards. Ensure a driver under 18 years old taken to a steward is accompanied by their parent/guardian. Drivers may be accompanied by a driver representative when called to the stewards.

22. FUEL

22.1 Fuel – The purpose of this General Rule is to ensure that the fuel used in kart racing is consistent with Premium Unleaded Petrol as this term is generally understood.

22.2 Petrol within the meaning of these General Rules of Racing is one of the following:

a) Petrol and/or fuel of a kind recognized by Kartsport SA as being on general and genuine sale to the public of Australia.

b) Petrol and/or fuel that has been approved by Kartsport SA.

22.3 The only petrol and/or fuels permitted are:

a) Premium Unleaded Petrol (PULP) having properties and characteristics as required by Federal and/or State Government Regulations for Premium Unleaded Petrol (PULP)

b) Fuel that has been approved by Kartsport SA (which also will conform to Government Regulations)

c) The fuel, oil and ratio must be disclosed to the Kartsport SA fuel tester or officials if requested.

d) Fuels must not contain ethanol.

e) Maximum RON 99

f) Only (1) one fuel type/brand of fuel may be used, no mixing of fuels is allowed.

22.4 Approved fuels are Premium Unleaded Petrol (PULP) produced by major refineries, VP C9, PowerPlus 98+ and 99+.

22.5 Fuel Safety

a) All participants in motor sport are reminded that fuel, oils, lubricants, and Coolants are highly specialised substances.

b) Participants must be aware that these agents may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed to contact human skin.

c) Some of the contents of these fuels, oils, and lubricants are suspected of having the potential to cause cancer in rare instances.

d) The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

22.6 Any petrol that appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside of the accepted regulation. In addition, the fuel must contain no substance which is capable of exothermic reaction in the absence of external oxygen.

22.7 Only ambient air may be mixed with the fuel as an oxidant.

22.8 Any, one (1) commercially available motor oil that does not contain a performance enhancing additive may be used. If requested a competitor must advise the relevant officials which brand/type and ratio of oil is being used.

22.9 No substance other than oil as described in this General Rule may be added to petrol used in competition.

23. ILLEGAL ENGINES/EQUIPMENT/FUEL

23.1 Owners/Drivers of illegal engines, fuels or equipment will be suspended from driving at Kartsport SA events for a period of up to six (6) calendar months forthwith. For any subsequent offence, the penalty will be twelve (12) months suspension forthwith.

23.2 Engine measuring and fuel testing may be carried out during race meetings.

23.3 The scrutineer(s) shall retain the illegal engines, fuel or equipment for a period of 2 hours from the time the competitor is notified of non-compliance.

23.4 If an appeal is lodged Kartsport SA will retain the illegal engine/ equipment for the Kartsport SA appointed technical committee to make a final ruling.

23.5 The appellant has 5 days to present evidence to the Kartsport SA technical committee, via the Kartsport SA secretary.

23.6 The final decision as to the legality of engine/equipment is to be made by the Kartsport SA technical committee.

24. CONSUMPTION OF ALCOHOL AND OTHER DRUG RELATED SUBSTANCES IS BANNED :

24.1 Alcohol Breath Testing shall be administered at Kartsport SA events by an authorised person(s) as directed by Kartsport SA.

24.2 Alcohol Breath Testing shall have a confirmatory test cut off level of 0.01mg/100ml.

24.3 All Officials, Drivers, associated Pit Crew or persons authorized to enter the race track shall be required to undertake Alcohol Breath Testing when and where requested. Refusal by any of the aforementioned members to submit or cooperate fully with the administration of Alcohol Breath Testing will be deemed to be the same as a positive result.

24.4 A positive result will result in exclusion from the event.

24.5 Any subsequent offence will incur exclusion from participating at any kartsport SA event for a period of not less than two (2) calendar years.

25. BEHAVIOUR

25.1 No Driver, crew or participant shall verbally or physically abuse or intimidate an official or fellow competitor, crew or participant. Any person acting in this manner will be suspended from any Kartsport SA event for a minimum period of 3 months/ up to 12 months for physical abuse, up to 3 months for verbal abuse. For any subsequent offence, suspension from any organised Kartsport SA events for an extra twelve (12) months.

25.2 All Kartsport SA/ AASA licence holders and officials at any Kartsport SA event will conduct themselves in a professional sportsman-like manner at all times.

26. PROTESTS

26.1 A driver may lodge a protest if they consider themselves aggrieved by any of the following

- a) The actions of a fellow driver in an incident occurring at the venue.
- b) The technical specifications of a fellow driver's equipment.
- c) Conduct of an official

26.2 All protests must be lodged no later than thirty (30) minutes after the completion of the race.

26.3 A protest can only be submitted by the driver concerned. In the case of a Junior Driver, a parent or guardian's assistance is permitted.

26.4 All protests shall be in writing, signed by the driver and accompanied by the appropriate fee of \$50. This fee shall be refunded in full if the protest is upheld; if the protest is lost the fee is forfeited to Kartsport SA.

26.5 All protests shall be directed through the Driver's Representative, if appointed, otherwise the Race director.

26.6 Race Meeting results cannot be finalised for any affected class while any protest is pending a decision by the Protest Committee.

27. APPEALS

27.1 A driver may lodge an appeal if they consider themselves aggrieved by a decision or ruling.

27.2 All Appeals shall be in writing and accompanied by the appropriate fee of \$100. This is to be handed to the Chief Steward within one (1) hour of the decision or ruling being made, or the Kartsport

SA secretary. In the case of a Junior Driver / Junior Pit crew, parent or guardian assistance is permitted.

27.3 An Appeal can only be submitted by the individual concerned in the Appeal. In the case of a Junior Driver, a parent or guardian's assistance is permitted.

27.4 This appeal shall have the effect of suspending a sentence of suspension, disqualification or exclusion until the appeal is heard by the Kartsport SA appointed committee.

27.5 A Kartsport SA appointed Appeal Committee shall hear all Appeals.

27.6 On receiving an appeal, the secretary of Kartsport SA shall initiate the appointment of an Appeal Committee. A meeting of the Appeal Committee shall be scheduled as soon as possible for the purpose of hearing the appeal.

27.7 All parties involved in the appeal shall be given notice of the date, time and place of the hearing and shall be allowed to provide witnesses or evidence as determined by the Appeal Committee without setting precedence.

27.8 After hearing evidence from the appellant, the respondent and their associated witnesses, the Appeal Committee will adjourn to make a decision. The Committee has the authority to either uphold or dismiss the appeal, as well as increase or decrease any penalties previously handed down.

27.9 The decision of the Committee is to be conveyed to the appellant forthwith.

27.10 If the appeal is dismissed or reduced /increased as decided by the Appeals committee, the penalty will commence forthwith. If a driver has been suspended or excluded for any penalty other than Technical issues and the appeal is dismissed any points received from any class of racing during the meeting will be forfeited and they will be ineligible to receive any trophies, awards, etc. Technical penalties will forfeit all points, trophies and awards for that class only.

27.11 The decision of the Appeals/ Technical Committee shall be final.

27.12 If the appeal is upheld the appeal fee is to be refunded, otherwise the fee shall be forfeited to Kartsport SA.

28. ENGINE SEALING METHOD.

28.1 All engines must be fitted with sealing nuts/bolts appropriate for respective type of engine.

(a) Engines with integral cylinder and head nuts, two (2) sealing nuts drilled.

(b) Engines with head studs independent of cylinder studs. Two (2) head sealing nuts plus one (1) cylinder retaining nut (cylinder to crankcase) with an internal hex cylindrical nut. To be fitted by the competitor or engine builder during assembly on the outside (drive) side for ease of checking.

(c) Water cooled engines, two (2) head nuts drilled. Rotax 125Max must have one (1) cylinder stud, water cover and reed block bolt drilled.

28.2 All exhaust restrictors must be fitted with two (2) drilled nuts or studs.

28.3 The engines of the leading point-scorers after the finals may be checked by the engine measurer(s) appointed on the day at least until the first three (3) positions are deemed to be legal. It is the engine measurer's prerogative to check other engines.

28.4 No more than two (2) engines (which includes one spare), will be permitted for any kart at a race meeting, other than twin engined karts, where four engines (which include two spares) will be permitted.

29. FUEL TESTING PROCEDURES

Fuels containing Ethanol are not allowed to be used.

Fuel Testing:

29.1 The Digatron DT15, DT47FT or FT-64 fuel testing kit will be the official fuel testing method to be used. Prior to any test conducted, competitors must acknowledge which fuel they are using and testers must ensure the Digatron is not contaminated from any test on any other fuels. This applies vice versa. Refusal of allowing a fuel test to be taken shall be deemed to be illegal.

29.2 Method for competitors using PULP.

- a) Set Digatron Meter to .000 in a sample of fresh PULP.
- b) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
- c) An acceptable reading is between zero and +40.
- d) Should the first test fail a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
- e) If the results from the second test from the Digatron meter be less than zero or greater than +40 units then the fuel will be deemed illegal. .

29.3 Method for competitors using VP C9.

- a) Set Digatron Meter to .000 in a sample of fresh VP C9 fuel.
- b) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
- c) An acceptable reading is between zero and +40.
- d) Should the first test fail a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
- e) If the results from the second test from the Digatron meter be less than zero or greater than +40 units then the fuel will be deemed illegal .

29.4 Method for competitors using Powerplus 98+ or 99+.

- a) Set Digatron Meter to .000 in a sample of fresh Powerplus 98+ or 99+.
- b) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
- c) An acceptable reading is between zero and +40.
- d) Should the first test fail a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
- e) If the results from the second test from the Digatron meter be less than zero or greater than +40 units then the fuel will be deemed illegal.

29.5 Kartsport SA retains the option to use any other fuel testing method.

29.6 In the event of an Appeal against the above Fuel Testing results, fuel samples may be tested by an independent laboratory, with the total cost to the Appellant.

30. CYLINDER HEAD VOLUME MEASUREMENT.

30.1 The measuring fluid will be a solution of 50% diesel and 50% auto transmission fluid. To be measured by use of 'B' Grade Burette maximum capacity 50cc (recommended 25cc), calibrated to a minimum 1/10th of a cc, under gravity feed.

30.2 Method

- (1) Allow engine to be measured to cool to ambient temperature.
- (2) Remove spark plug and insert CC Test Plug, place piston at approximately TDC.
- (3) The CC Test Plug to be withdrawn two (2) turns.
- (4) Insert the required volume of measuring fluid. Make sure the fluid is visible in the CC test plug.
- (5) Tighten CC test Plug down until it stops.
- (6) Slowly wind engine over and check for fluid level in CC Test Plug. No fluid shall be expelled through the top of CC Test Plug.

(7) Should the first test fail, the competitor may request a second test. This test to repeat Items 1 to 6 above (after Step 8).

(8) To clean out measuring fluid after failure of first test and before commencement of second test, unleaded petrol to be poured into cylinder, engine to be rinsed and blown out by inserting air hose into spark plug recess and turning piston to open exhaust, therefore, expelling excess fluid.

Cylinder Head is not to be removed.

(9) This applies to all 20mm plug length engines.

31. KARTSPORT SA CODE OF CONDUCT

Kartsport SA encourages good sportsmanship at all levels of competition.

Here is a guide to the conduct that Kartsport SA wishes to promote.

For everyone:

Act within the rules of the sport at all times.

Treat all participants in your sport with respect.

Control your temper.

Respect the rights, dignity and worth of all participants.

Be a good role model.

Respect the decisions of officials.

Compete to the best of your ability, with honour and integrity.

Avoid arguing with stewards and officials.

Treat all competitors as you would like to be treated yourself.

Avoid the use of coarse or derogatory language.

For Officials:

Be impartial, consistent and objective

Place the safety and welfare of all participants above all else.

Ensure the spirit of competition is maintained.

Be understanding and co-operative in the interpretation and application of rules and penalties.

Condemn un-sportsmanlike behaviour and promote respect for all competitors.

For Parents:

Focus upon the child's performance rather than the overall outcome of the event.

Encourage children to follow the rules and respect decisions of officials and stewards.

Remember that children are involved in Karting for their enjoyment – not yours.

Set a good example.

Don't be an ugly parent.

32. SOCIAL MEDIA.

Kartsport SA encourages participation in social media in a positive manner. The accessible nature of the internet however, can lend itself to the posting of threatening and derogatory material in the heat of the moment. Once your thoughts and comments are published to the internet they are forever visible to the world.

Kartsport SA will take any instance of cyber bullying seriously and will treat online matters as it would actual bullying. Breaching the code of conduct or bringing the sport into disrepute online can lead to serious consequences, including tribunals, suspensions and the cancellation of the offender's licence.

END.