



2018 SPORTING REGULATIONS

1. REGULATIONS

- 1.1. Headings in all Supplementary Regulations are for ease of reference only and do not form part of the Supplementary Regulations. Any annexes are an integral part of the Supplementary Regulations.

2. ORGANISATION

- 2.1. The Event shall be run in accordance with all Supplementary Regulations and Additional Supplementary Regulations of the Event, This article applies to all Categories (including the Cadet Category, regardless of the intended use or subject matter of said documents) with no exceptions.
- 2.2. Any topics not covered by the Supplementary Regulations or Additional Supplementary Regulations of the Event will take reference from Article 2.1. of the CIK Regulations

3. STATUS OF EVENT

- 3.1. All Toowoomba events have Open National Inscription.

4. RESERVATIONS

- 4.1. The Organiser reserves the right to issue additional statements and Additional Supplementary Regulations .All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting. Or posted to the email address indicated on the Entry Form, or reported on the official website of the Event.
- 4.2. The Organiser reserves the right to postpone or cancel any portion of the Event, or make changes to the dates or venues for organisational reasons, and are at liberty to refuse entry to any person without giving any reason.

5. GENERAL UNDERTAKINGS

- 5.1. All Drivers, Entrants and Officials participating in the event/s undertake, on behalf of themselves, their employees and agents, to observe all provisions and the rules governing the event/s.

6. SPECIFIC INFORMATION OF THE EVENT/SERIES

6.1. Proposing and Authorizing

- 6.1.1. The Event is sanctioned by Toowoomba & Lockyer Valley Kart Club Incorporated in Queensland

6.2. Contact Office

- 6.2.1. Email: Secretary@toowoombakartclub.com

- 6.3. Website: www.toowoombakartclub.com

6.4. Information

- 6.4.1. The official source of information for the event is the website where all Supplementary Regulations, Additional Supplementary Regulations, appendices and statements will be published.

6.5. Dates and Venues

- 6.5.1. Venue: Greer Park Circuit, Helidon
Circuit Details: Approximately 880m in length and 7-8m wide
Circuit Orientation: Clockwise
Date: Sunday 18th February 2018 and all and further subsequent events

6.6. THE EVENT - PRINCIPLE

The event will consist of a competition.

- 6.7. Each individual segment, except for the Free Practice and Warm Up, will be referred to as a "Race".

6.7.1. Saturday

Controlled Free Practice

Sunday

Warm Up / 3 Heats

- 6.7.2. Final

- 6.8. Race distances and/or durations will be stated in the SR's Programme and or modified via bulletins on notice board or /PA

- 6.9. All Drivers must have presented the T&LV technical sporting checks form, have numbers and names (names optional) displayed on their karts before taking part in the Event.

6.10. Controlled Free Practice

- 6.10.1. A registered transponder is not mandatory for controlled free practice, however from beginning of the qualifying until the end of the Final. It must be fixed on the lower front part of the chassis.

2018 SPORTING REGULATIONS

6.11. Qualifying

- 6.11.1. Each Category will be allowed onto the track for a timed session.
- 6.11.2. Each qualifying lap is timed. The fastest individual lap times during the session will determine the starting grid for Heat 1 and 2 and 3. (Unless stated otherwise in the vent Supplementary Regulations) Any ties will be decided by the relevant Drivers' second best times and so on.
- 6.11.2.1. Drivers without valid individual lap times will start Heat 1 and 2 & 3 at the back of the grid

6.12. Heat 1 and Heat 2 and 3 (the "Heats")

- 6.12.1. There may be grouping for the Heats. The heats may be run with all the drivers from each other category together.
- 6.12.2. Upon the first driver completing the stipulated number of laps, all drivers behind him/her are considered to have finished the race upon completion of their current lap, regardless of the number of laps completed.
- 6.12.3. The classification of each heat is determined by the number of laps completed. Drivers who have completed the same number of laps will be classified according to the order in which they crossed the finish line (the "Line").
- 6.12.4. Drivers will receive points for each Heat according to their finishing positions as follows. Points received during the heats are used to determine the starting grid for the final (Heat 4) and are included in the final classification of the event.

1st Place	0 points
2 nd Place	2 points
3 rd Place	3 points
4 th Place	4 points
etc	etc
- 6.12.4.1. If a driver does not take the start for a heat, he /she will receive a number of points equal to the number of participants in the category.
- 6.12.4.2. If a driver has been excluded from a heat, he/she will receive a number of points equal to the number of participants in the category plus 1.
- 6.12.5. The top number of drivers to track capacity with the lowest total number of points will qualify for the final.
- 6.12.6. The lowest total number of points received by each driver will determine the starting grid for the final.
- 6.12.7. Possible ties will be settled according to the following, in order of importance:
 - 6.12.7.1.1. Best individual lap time in timed qualifying, followed by 2nd best individual lap time in timed qualifying.

6.13. Final

- 6.13.1. For the final, the chequered flag will be shown to each kart when it crosses the finish line at the end of the lap during which the race distance is reached.
- 6.14. Drivers who are excluded by a black flag and/or misbehaved in the start/finish servicing parks, pre-grid, pit lane, repair area, weighing area or parc ferme before/during/after a race will be penalized authorized at the discretion of the Stewards.
- 6.14.1. Any misbehaviour of a driver's mechanics of guardians in the servicing parks, pre-grid, pit lane, repair area, weighing area or parc ferme before/during/after a race may result in the exclusion or penalty of the relevant driver at the discretion of the Stewards.

7. PRIZES AND AWARDS

- 7.1. The prizes and awards for the event are considered as part of the supplementary regulations of the event.
- 7.2. The organiser reserves the right to amend the prizes and awards given out at its discretion and without prior notice.

8. LICENSES AND ELIGIBILITY

- 8.1. Minimum requirement for holders: National license for the relevant category, T & LVKC Issued Licence or day licence as issued by the organisers – AKRA – AASA and other organisation licence as deemed appropriate by the organisers in accordance with club rules.

9. CATEGORIES

- 9.1. **Cadet 9 Category A & B & Comer**
 - 9.1.1. Maximum inscription: 36 Drivers
 - Age: Minimum of 7 years old, maximum of 9 years old on the year of birth in 2018.
 - Engine/s: Vortex Mini Rok (with 16mm restrictor) as Homologated
 - 9.1.2. Comer SW80
 - 9.1.3. Yamaha KT100J
 - 9.1.4. Minimum Weight: Minimum weight including the Driver:
 - 9.1.5. (i) Vortex Mini Rok: 99kg (ii) Comer SW80: 90kg(iii) KT100J: 100kg

2018 SPORTING REGULATIONS

9.2. Junior Category

- 9.2.1. Maximum inscription: Track capacity 36 Drivers
Age: Minimum of 12 years old, maximum of 15 years old on the year of birth in 2018.
Engine/s:
- 9.2.2. (i) Type
- 9.2.3. 1) IAME KA100 as Homologated included all ancillary components
- 9.2.4. 1) Junior
- 9.2.5. a. IAME KA100 - 19mm IAME exhaust restriction in accordance with the Homologation
- 9.2.6. 2) Yamaha KT100J as per 2012 AKA Manual

9.3. Junior Performance

- 9.4. Engines: IAME KA100 as Homologated included all ancillary components
- 9.5. Yamaha KT100SEC: Yamaha KT100SE :Yamaha KT100SD :X30 Junior: Rotax Junior as per 2012 AKA Manual
- 9.6. Minimum weight including the Driver
- 9.7. Yamaha: 142kg
- 9.8. IAME KA100 – X30 – Rotax: 144kg

9.8.1. Senior Category:

- 9.8.2. Maximum inscription: Track capacity 36 Drivers
Age: Minimum of 15 years old on the year of birth in 2018.
Engine: KA3 IAME KA100 Senior 149kg: Yamaha: 142kg :
- 9.8.3. KA3 Senior - Heavy:
- 9.8.4. Yamaha: 162kg: IAME KA100: 169kg
- 9.8.5. KA3 Senior - Super Heavy:
- 9.8.6. Yamaha: 182kg): IAME KA100: 189kg)
- 9.8.7. KA3 Masters: Masters :Yamaha: 162kg (Min 9cc): IAME KA100: 169kg

10. RACING NUMBERS AND DRIVER'S NAME

- 10.1. Cadet Category (Red on white) Junior Category: (Black on White) : Senior Category:)(Black on Yellow) :The numbers shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a background of at least 1 cm minimum. They must be fitted before initial scrutineering and contro;led practice /racing. must be clearly visible throughout the whole event on both front and rear and on both sides towards the rear of the bodywork. Damaged numbers and I.D must be replaced or as instructed by the officials.
- 10.2. Display of driver's name and nationality is optional
- 10.3. The driver is responsible for ensuring that the required numbers and I.D. are clearly visible to Officials, timekeepers and marshals at all times.
- 10.4. Karts not in conformity with article 10 may be not allowed to participate in any of the scheduled events.

11. ENTRY AND FEES

11.1. Entry Fees

- 11.1.1. Entry fee for each event is as stated on the SR's available on the notice board and T & LV Kart Club website.
- 11.1.2. Entry fee is exclusive of any track fees payable.
The acceptance of any entry is at the sole discretion of the organisers, no reason need be given for a refusal of entry and there is no appeal against the refusal of an entry by the organisers.

11.2. Entry Closing Dates

- 11.2.1. Registration for each Round will be closed on the day of the event at 0800

11.3. Entry Restrictions

- 11.3.1. Entries are taken on a first come first served basis.
- 11.3.2. Entries are only deemed as submitted once full payment has been received. The organiser reserves the right to reject entries at its discretion.
- 11.3.3. Applications to participate in the event must be submitted through the Technical / entry Form provided.
- 11.3.4. The number of entries in the event may be limited in each category. The organiser reserves the right to accept more drivers than the maximum inscription at its discretion, and with the approval of the T& LVKC organising Committee.

12. ELIGIBLE KARTS AND EQUIPMENT

- 12.1. Each driver is entitled to submit the following equipment for Initial Scrutineering per category entered, to be used in the Event:
- 12.1.1. **Number of chassis for Drivers:** 1 with valid 2012 or newer CIK-FIA or other approval or approved homologation.
- 12.1.2. Number of engines: 2 of the correct model for the driver's entered category.

2018 SPORTING REGULATIONS

- 12.1.3. Mandatory number of tyres: 1 sets of dry tyres and or 1 set of wet tyres, of the correct model for the driver's category.
- 12.1.4. If damage occurs to a chassis or an engine previously submitted for initial scrutineering, and if it is the opinion of the technical officers /scrutineers that it is impractical for such damage to be repaired in time, one alternative engine of the correct model or chassis of the same make may be presented in order to continue the event, but only at the discretion of and approval of the Stewards and Technical Scrutineers.

13. FRONT BRAKES

- 13.1. Front brakes are allowed only for the twin engine category , KZ ,DD2 category.

14. TYRES

- 14.1. There will be no impounding of tyres.
- 14.2. Starting from the first day of free practice sessions, only the specified tyres below are allowed in the event:
- 14.2.1. **Dry** Tyres for Cadet Category
- 14.2.2. Bridgestone YJL
- 14.2.3. 1) Front Tyre size must be a. 4.0/10.0-5 10 x 4.50 – 5 , Rear Tyre size must be either a. 5.0/11.0-5 10 x 4.50 – 5
- 14.2.4. b. 11 x 7.10 – 5
- 14.2.5. b) **Wet** (i) Bridgestone WEK YFZ Front Tyre size must be a. 4.0/10.0-5 10 x 4.00 – 5 Rear Tyres must be either
- 14.2.6. a. 5.0/11.0-5 10 x 4.00 – 5 b. 11 x 6.50 – 5
- 14.2.7. **Dry** Tyres for all KA 100 Engines Categories Dry Bridgestone DR10 YLR ROK 1) Front Tyre size must be 4.5/10.0-5 Rear Tyre size must be a. 11 x 7.10 – 5 **Wet** Bridgestone WER YLP Front Tyre size must be a. 4.5/10.0-5 2) Rear Tyres size must be a. 6.0/11.0-5
- 14.2.8. **KA3 Tyres Dry** – Dunlop DFM Front 10x4.50-5 Rear 11x7.10-5 **KA3 Wet** –KT1413 Front 10x4.5-5 Rear 11x6.50-5
- 14.2.9. **Junior Performance** Dunlop DFM Front 10x4.50-5 Rear 11x7.10-5 **Wet** –KT1413 Front 10x4.5-5 Rear 11x6.50-5
- 14.2.10. **X30 & TAG 125** – MG Yellow Front 10x4.60-5 Rear – 11x7.10-5 **Wet** MG WT – front 10x4.20-5 Rear 11x6.00-5
- 14.2.11. **TAG125 Restricted:** Dunlop DFM Front 10x4.50-5 Rear 11x7.10-5 **KA3 Wet** –KT1413 Front 10x4.5-5 Rear 11x6.50-5
- 14.2.12. **Open** : MG Yellow Front 10x4.60-5 Rear – 11x7.10-5 **Wet** MG WT – front 10x4.20-5 Rear 11x6.00-5
- 14.3. Running in of Wet Tyres
- 14.3.1. Running in of wet tyres on a dry track is prohibited. Should a check carried out after a race establish that a driver's tyres are out of conformity with the supplementary regulations or the articles above, the driver will be excluded from the relevant race event.
- 14.3.2. No protests and appeals against this action/procedure are allowed.

15. PETROL AND OIL

- 15.1. The requirements specified in these regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to forbid the use of specific power-boosting chemical compounds.
- 15.2. There will be no impounding of fuel.
- 15.3. Scrutineering of Petrol
- 15.3.1. Petrol will be scrutineered against a sample obtained from a commercial pump on the morning of the same day.
- 15.3.2. Evaluation of petrol will be made with one or more of the following tests and/or devices: Digatron Fuel Meter test, Specific Gravity Test, and Water Solubility Test.
- 15.3.3. Test Sample
- 15.3.3.1. Calibration test sample will be un-mixed fuel (no oil added). Drivers must inform the Scrutineers on what type of fuel, oil and ratio is being used. The fuel being tested must be taken from the kart's fuel tank as a sample or the test conducted in the tank for the Dynatron – the Hydrometer Test will be conducted by removal of fuel from the tank.
- 15.3.4. Test Procedure and Calibration of Unit
- 15.3.4.1. Using the Test Sample Fuel, the Scrutineer must set the Digatron Meter to read 0.000; and record the Temperature of the sample test fuel then perform and record the details of a specific gravity test of the sample test fuel using a Hydrometer. Using the Test Sample Fuel, the Scrutineer must use the Digatron Meter and record the reading, then record the temperature of the sample Test Fuel and record the details of the specific gravity test using the Hydrometer.
- 15.3.4.2. If the Digatron Meter reads less than -0 or greater than +40 units on the competitor's fuel, a second test will be conducted. The second test will use a sample of fuel removed from the kart's fuel tank and the same above protocol will be followed. The temperature of the test fuel during the second test must not exceed ± 3 degrees of the Sample.

2018 SPORTING REGULATIONS

15.3.4.3. If the Digatron Meter during the second test is less than -0 or greater than +40 units, the Fuel will be deemed as non-compliant and reported to the Stewards. If a non-conformity is ascertained, further tests may be conducted at the cost of the Entrant/Driver. An invoice will be provided.

15.3.5. Changing of Petrol

15.3.5.1. The Scrutineers, following the decision of the Stewards, have the right to change/replace any entrant or driver's petrol at their discretion, at any time during the event.

15.3.5.1.1 Case 1 - The driver will be asked to enter the servicing park without petrol in his/her fuel tank. The Organiser will then provide petrol at no cost to the driver. The petrol provided will be in compliance with the Supplementary Regulations of the event.

15.3.5.1.2 Case 2 - Petrol will be changed without warning, at no cost for the driver. The petrol provided will be in compliance with the Supplementary Regulations of the event.

16. STARTING GRIDS

16.1.1. The pole position Driver of each grid will have the choice of the starting side (left or right of the grid), giving advice to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. All other odd numbers will form up on the pre-grid as follows:

1.1.1.1 Karts on the Pre-Grid must be presented ready to proceed to race.

16.2. Start Delayed

16.2.1. If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:

16.2.1.1. Time will be given when changes can be made.

16.2.1.2. Entrants/Drivers outside this time will not be able to enter the race.

16.2.1.3. If a tyre change is applicable for safety reasons:

16.2.1.3.1 The setting of the rear and front wheels may be adjusted but must always conform to Technical Drawing no. 2 of Technical Regulations. No other modifications and/or changes are permitted.

17. Any Driver who is present, with his / her kart, on the pre-grid within the time limit will be considered as a starter.

18. STARTING PROCEDURE

18.1. The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of the Supplementary Regulations relating to the starting procedures may entail the exclusion of the driver concerned from the event. The stewards' decision in this regard will be final and no protests will be allowed.

18.2. A Rolling Start will be used for Heats, the Pre-Final and Final for all categories.

18.2.1. At the end of the formation lap, drivers will proceed forward at a reduced speed of 30kph minimum to 50kph maximum towards the starting line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track. A driver crossing the lanes or speeding during the approach to the starting line is liable to be penalised. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course/Starter is satisfied with the formation, he himself, or his deputy, will give the start by switching the lights or waving the green flag/ANF flag. If he/she is not satisfied with the procedure, he will switch on the orange light which means that another formation Lap must be covered.

19. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

19.1. With reference drivers and code of driving conduct

19.2. Observance of Signals

19.2.1. The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations of CIK Sporting Regs (part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

19.3. Overtaking During a Race

19.3.1. **A kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver to pass at the first possible opportunity.**

19.3.2. If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag/light to indicate that another Competitor wants to overtake.

2018 SPORTING REGULATIONS

- 19.3.3. **Any Driver who does not take notice of the blue flag /light may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.**
- 19.3.4. Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track.
- 19.3.5. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, **more than one change of direction**, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and may be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race or event. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race or event.
- 19.3.6. Any obstructive manoeuvre carried out by one or several drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag /light will be shown/ waved.
- 19.3.7. The penalty inflicted for ignoring the blue flag will also be applied to Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the Race or Event. **The same penalty shall be applied to drivers who swing from one side of the track to the other in order to prevent other competitors from overtaking.**
- 19.3.8. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the drivers concerned or given an appropriate flag by the Clerk of Course .
- 19.3.9. Only the race track shall be used by the Drivers during the race.
- 19.3.10. **Contacts/collisions (during a race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver or causes contact with another driver during and or after the event.**

20. PENALTIES

- 20.1. Please note that the below penalties are not exhaustive. The Stewards of the Meeting may impose alternative or additional penalties, depending on the severity of the infringement at their discretion..

Infringement	Qualifying	A Race of the Heats or the Final
Intentional replacement of an incorrectly positioned front fairing at any time after the Start, except in the Repair Area	Exclusion from the relevant Race	Exclusion from the relevant Race
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Exclusion from the relevant Race or event	Exclusion from the relevant Race or event
Driving at more than 20km/h in the Pit Lane	Cancellation of the Driver's three fastest times achieved and/or Fine	10 sec Time Penalty and/or Fine
Unnecessary overtaking of another kart during the formation laps	N.A.	10 sec Time Penalty
Jump/False start	N.A.	10 sec Time Penalty
Any team members, other than the driver, coming onto the track during the Race without permission from the Clerk of Course	Exclusion from the relevant Race and/or Fine	Exclusion from the relevant Race and/or Fine
Failure to obey flag signals	Cancellation of the Driver's three fastest times achieved and/or Fine and/or Exclusion from the relevant Race	10 sec Time Penalty and/or Fine and/or Exclusion from the relevant Race
Abuse, intimidation, misbehaviour or fighting	Fine and/or Exclusion from the relevant Race or Event	Fine and/or Exclusion from the relevant Race or Event
Driving under the influence of alcohol or drugs	Exclusion from the relevant Race and/or Fine or event	Exclusion from the relevant Race and/or Fine or event



2018 SPORTING REGULATIONS

Failure to attend Drivers' Briefing	Fine as determined by Officials	
Causing a collision or contact with another kart	Cancellation of the Driver's three fastest times achieved and/or Fine and/or Exclusion from the relevant Race or Event	Time Penalty and/or Fine and/or Exclusion from the relevant Race or Event
Partial crossing of the tramlines during a Formation Lap	N.A.	3 sec time Penalty
Complete crossing of the tramlines during a Formation lap	N.A.	10 sec Time Penalty
Speeding on approach to the Start Line during a Formation lap	N.A.	Maximum 10 sec Time Penalty
Failure of front Starters to complete the Start to the satisfaction of the CoC after 2 Formation Laps		Front Starters shall take the Start from the back of the Grid, at the discretion of the CoC

21. **BRIEFING**

- 21.1. The presence of all concerned entrants and drivers and in the case of minors, their guardians, is mandatory throughout the briefing under pain of a sanction, possible exclusion from the competition, and/or a fine to be paid to the host of event.
- 21.2. It is the drivers duty to keep themselves informed about any additional briefings.

22. **GENERAL CONDITIONS**

- 22.1. Entrants and drivers must report to the Organiser's office, as per the time indicated on the programme, to be identified and to complete registration and or receive passes:

23. **GENERAL SAFETY**

- 23.1. In the case of a wet race, the choice of tyres application/selection will be left to the choice of the Drivers. The Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow and dangerous for other drivers. The use of slick tyres is mandatory in any other case.

24. **PADDOCK/PIT**

- 24.1. Entrants are to note the value of the space in the paddock reserved for entrants.
- 24.2. Only vehicles with authorised passes or as designated by the organisers are allowed in the paddock.
- 24.3. It is mandatory for all vehicles to report to the Organiser's Office and
- 24.4. It is strictly forbidden to erect or unload any equipment until the paddock space has been allocated.
- 24.5. It is strictly forbidden to smoke or to use any device risking provoking fire in the paddock area.. In all cases, installations for cooking shall be electrical, isolated and equipped with at least one fire extinguisher.
- 24.6. Usage of motorised vehicles such as mini-motors within the paddock is forbidden. Violators face risk of exclusion.
- 24.7. No fuel is to be emptied in the paddock grounds
- 24.8. Starting of engines only permitted in designated areas for that purpose and then only for a maximum of 30 seconds. Allocation of space in the paddock will be at the direction of the paddock official
A emergency route has been established in the paddock and is to be kept clear of all vehicles as shown on the attached layout
Posted on the club notice board.



2018 SPORTING REGULATIONS

25. PARC FERME

- 25.1. It is absolutely forbidden to drink, pour water on the suit, and introduce any kind of liquid prior to being weighed after an event.

26. SCALE, WEIGHING PROCEDURE

- 26.1. The scale will be located in the Weighing Area. This scale is the only one which will be officially used and counted. The scale will be available at all times. After each Race, all starters and their karts may be weighed as instructed by the weigh marshal.
- 26.2. No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
- 26.3. Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
- 26.4. Karts and Drivers are not allowed to leave the weighing area without the authorization of the weigh marshals /Scrutineers.
- 26.5. Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.
- 26.6. If the weight of a Driver and of his kart is under that specified in the Technical Regulation, the result will be communicated in writing to the driver, and the kart and its driver will be excluded from the race concerned on the order of the officials
- 26.7. Kart weights are as per the notice at the scales and are notified as correct by the weigh marshal, in the event of a failure to weigh in, only one other attempt will be permitted as directed by the weigh marshal.

ADDENDUMS AND BULLETINS

- 26.8. All addendums and or bulletins in addition to results will be placed on the official notice board – these documents are not to be removed by anyone other than officials .

End.