



# **2026 GENERAL COMPETITION REGULATIONS**

FOR

Auskart Racing Inc 2026 Endurance Series,  
Auskart Racing Inc 2026 SE-QLD Championship

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## Interpretation

### Regulations

Regulations noted in this document are a collective of objectives, rules and procedures to regulate decisions and achieve manageable outcomes. These are determined by the Auskart Racing Inc. Committee and reviewed quarterly to ensure safety is maximized in order to conduct Go Kart racing.

### Objectives

Objectives are a basic explanation of the specific outcomes and results that Auskart Racing Inc. aims to achieve. These are the underlying principles for all proceeding rules and procedures.

### Rules

Rules are an accepted principle or instruction that states what you are allowed or are not allowed to do.

### Procedures

Procedures are in place where applicable. Certain processes are defined as a fixed, step-by-step sequence of actions that must be followed for either safety or efficiency.

Reviewers	2026 Review Date	Review Date	Review Date	Review Date
President	18/01/2026			
Vice-President	18/01/2026			
Secretary	15/01/2026			
Vice-Secretary				
Treasurer				
Membership Officer	15/01/2026			
Scrutineer(s)				
Clerk of Course				
Technical Officer	18/01/2026			
Full committee				

### Supplements and Amendments

Throughout the season the 2026 General Competition Regulations may require changes, clarity or revision, due to feedback or issues arising. Which may fall outside of the quarterly review dates and require immediate attention. The footnote says “Auskart Racing Inc. reserve the right to alter, amend & retract parts of the 2026 GCR at any time”. These changes will be communicated by Supplement or Amendment and implemented at the quarterly reviews.

**Supplement:** is the submission of additional information to provide clarity to an objective, rule and/or procedure that needs additional clarity to be clearly understood.

**Amendment:** is the submission to change or override an objective, rule and/or procedure that needs to be revised in order to deal with issues & situations that may present themselves.

## **1 Auskart Racing Inc.**

### **1.1 Mission Statement**

Auskart Racing Inc. is a family friendly community-based sporting club in the Moreton Bay Region with our home track being the Iconic Lakeside Raceway.

Our aim is to provide a fun, safe, enjoyable environment that encourages all participants to have a go and contribute to the Club. Our success will be measured by the pride our members take in the club and our reputation throughout the community.

### **1.2 Sanctioning Authorities**

All race events organised by Auskart Racing Inc. are sanctioned by Racers.



All event supplementary regulations are to be read in conjunction with the Racers Event Operating Manual available on the RACERS website.

### **1.3 General Terms and Conditions of Membership & Association.**

All memberships are conditional upon abiding by this document and all referenced documentation.

Every competitor, as well as support crew and teams participating in Auskart Racing Inc. shall ensure that they have acquainted themselves with these regulations, understand or seek explanation of regulations prior to competing.

By becoming a member of Auskart racing you consent to the taking of imagery (photographs and videos) by Auskart racing or their authorized agents for use in promotional and media activity.

#### **1.3.1 Club Code of Conduct**

Applies to all in attendance at all events.

At all events, Members must participate in accordance with the general competition regulation, supplementary regulations and all referenced documentation.

The defamation or slandering of sponsors, their agents, racetrack owners, race organizers and their officials as well as Auskart Racing Inc., its Committee and associate members shall not be tolerated. This includes expression in either verbal or written form in public forums including newspapers and/or the internet. Persons found to have done so may incur a ban for a period depending on the nature of such comments. Refer separate Policies on Auskartracing.au

#### **1.3.2 Social media usage**

It is acceptable for a participant to do a personal posting, blog or tweet. However, any such postings, blogs or tweets should be in a first-person, diary-type format and should not be in the role of a journalist - i.e. they must not report on competition or comment on the activities of other participants or accredited persons or disclose any information which is confidential or private in relation to any other person or organization. A tweet is regarded in this respect as a short blog and the same guidelines are in effect, again, in first-person, diary-type format. Postings, blogs and tweets should at all times conform to the highest standards of behaviour and sportsmanship, be dignified and in good taste, and not contain vulgar or obscene words or images.

When participants choose to go public with any comments, opinions and any other material in any way, including on a posting, blog or tweet on any social media platforms or on any websites, they are solely responsible.

Participants post their opinions and any other materials at their own risk, and they should make it clear that the views expressed are their own. Violations of these guidelines may result in penalties being applied including exclusion and suspension.

Auskart Racing Inc. does not condone live streaming to social media of any event, without prior consent from race participants and Auskart Racing Inc. Committee members and to do so may result in penalties being applied including exclusion and suspension.

Refer separate Policies AR-2024-0005 on Auskart.au for more information.

#### **1.3.3 General Club Policies**

As an extension to both the 2026 general competition regulation and the Auskart Racing Inc Constitution, local club policies are available on the Auskart racing website. These policies may and will be updated as required but form a key part of the club operating structure.

## 2 Championship Competition Regulations

### 2.1 Championship Competition Objectives

Auskart Racing Inc. runs a Championship that it hopes will promote and encourage good sportsmanship, in a friendly competitive environment.

### 2.2 Championship Competition Rules

#### 2.2.1 Class Weight

At the end of each race the Scales Marshal will elect kart(s) to weigh. If a kart is under the minimum class weight the driver will face a penalty as per table 2.3.5 *Penalties*.

If multiple drivers are used in one race (such as in endurance racing with optional driver changes), then all drivers must be included in weigh-ins with the competing Kart. The minimum weight requirement for the class must be met with each driver as per 3.2 *Race Class Rules*. If a Driver is under the minimum class weight both drivers will face a penalty as per table 2.3.4 *Penalties*.

#### 2.2.2 Scrutineering & Self- Scrutineering

Karts which do not meet their Class requirements as per 3.2 *Race Class Rules*, will face a penalty as per table 2.3.4 *Penalties*.

#### 2.2.3 Transponder Swapping & Changes

Swapping Transponders during an event is prohibited unless it is to replace a faulty or broken transponder. This issue must be reported to scrutineering & the timekeeper prior to racing.

#### 2.2.4 Driver Swapping & Changes

Drivers must compete in the Kart / Chassis they entered the event with, during an event the swapping of karts / chassis' is prohibited unless it is due to a damaged Kart / chassis. This issue must be reported to scrutineering & the timekeeper prior to racing. The minimum weight requirement for the class must be met as per 3.2 *Race Class Rules*.

#### 2.2.5 Class Swapping & Changes

Drivers must compete in the Class they started the Season in, during the year changing Classes is permitted. However, Championship points will not be transferred between Classes & will be forfeited. Any changes must be reported to prior to entering any Events or Racing. The minimum weight requirement for the class must be met as per 3.2 *Race Class Rules*.

#### 2.2.6 Championship Points System

Championship Points are awarded as per table below.

Finishing Place	Qualifying Points	Sprint Race Points	Hill Climb or Gymkhana	Enduro Race Points
1 <sup>st</sup>	5	40	40	80
2 <sup>nd</sup>	4	33	33	66
3 <sup>rd</sup>	3	28	28	56
4 <sup>th</sup>	2	24	24	48
5 <sup>th</sup>	1	20	20	40
6 <sup>th</sup>	0	17	17	34
7 <sup>th</sup>	0	14	14	28
8 <sup>th</sup>	0	12	12	24
9 <sup>th</sup>	0	10	10	20
10 <sup>th</sup>	0	8	8	16
11 <sup>th</sup>	0	6	6	12
12 <sup>th</sup>	0	4	4	8
13 <sup>th</sup>	0	2	2	4
14 <sup>th</sup> +	0	1	1	2
Did Not Finish (DNF)	0	0	0	0
Did Not Start (DNS)	0	0	0	0
Disqualified (DQ)	0	0	0	0

All Competitors must compete in at least 50% of the Championship Rounds to be eligible for the Championship contention. In the event of a Championship round tie for round placings, Qualifying Position will determine final placings.

All Competitors lose one round from the SEQ Sprint only championship to drop from their point's total. This would either be a round that they did not attend or their lowest scoring round if they competed in all rounds of the Championship, but CAN NOT be the included in the minimum 50%.

No Dropped round/point for Endurance championship.

## **2.3 Championship Competition Procedures**

### **2.3.1 Championship Sprint Round Race Event**

Sprint races are conducted as per the supplementary regulations. This covers track layout, class consolidation, number of laps, starting format and running format.

#### **2.3.1.1 Championship Sprint Round Qualifying**

Timed qualifying rounds will be conducted for each class to determine grid positions for Race 1. By this method, the grid positions for Race 1 are based on the order of individual best lap times.

#### **2.3.1.2 Championship Sprint Round Race(s)**

Grid positions for Race 1 are as per Qualifying order.

Finishing positions for Race 1 will be considered qualifying order for Race 2.

By this method, the grid positions for Races are based on the finishing positions of the previous race.

Points allocated as per the table under 2.2.3 *Championship Points System*. Penalties deducted as per the table 2.3.4 *Penalties*.

### **2.3.2 Championship Endurance Round Race Event**

Endurance races are conducted as per the supplementary regulations. This covers track layout, class consolidation, number of laps, starting format and running format.

#### **2.3.2.1 Championship Endurance Round Qualifying**

Timed qualifying rounds will be conducted for each class to determine grid positions for Race 1. By this method, the grid positions for Race 1 are based on the order of individual best lap times.

Where 2 Drivers are teaming up, the fastest qualifying time of the fastest driver will be used.

#### **2.3.2.2 Championship Endurance Round Race(s)**

Grid positions for Race 1 are as per Qualifying order.

Finishing positions for Race 1 will be considered qualifying order for Race 2.

By this method, the grid positions for Races are based on the finishing positions of the previous race.

Mandatory pit stops will apply as per the supplementary regulations.

Points allocated as per the table 2.2.6 *Championship Points System*. Penalties deducted as per the table 2.3.5 *Penalties*.

### **2.3.3 Championship Hill Climb/Gymkhana Round Event**

Hill Climb/Gymkhana events are conducted as per the supplementary regulations. This covers circuit layout and other details.

#### **2.3.3.1 Rounds**

Timed circuit rounds will be conducted for each individual Driver in each class.

#### **2.3.3.2 Placings & Points**

Finishing positions will be determined by Drivers circuit times.

Points allocated as per the table 2.2.3 *Championship Points System*. Penalties deducted as per the table 2.3.4 *Penalties*.

### **2.3.4 Formal Protest Lodgement(s)**

Due to the nature of protests, evidence gathering, corroborating facts and obtaining witness statements. All protests must be submitted strictly in accordance with timelines stated.

The right to protest lies solely with the Driver or Parent/Guardian for a minor who is a party to a dispute about an act or omission of another Competitor or Official in an event in which they have taken part.

Any protests outside of this timeline or after the event as noted on the Supplementary Regulations will be considered void. No exemptions.

#### **2.3.4.1 Qualifying & Race Results**

All race results are considered provisional until the Drivers next race or 60min(s) after said race.

##### **2.3.4.1.1 Transponder Failure**

Where Transponders have failed and have not registered a result, where practical, all efforts will be made to ensure the amended placings are in place before the next race.

##### **2.3.4.1.2 Timing System Failure**

Where the timing system has failed and has not registered consistent results, where practical, all efforts will be made to ensure the amended placings are in place before the next race. Alternatively, the race may be scrapped/cancelled at the Officials discretion.

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**2.3.4.2 Driver Misconduct (On Track)**

Any protests must be made before the Drivers next race or 60min(s) after said race. You are required to approach an Official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered void. No exemptions.

**2.3.4.3 Driver Misconduct (Off Track)**

Any protests must be made during the event. You are required to approach an official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered, providing satisfactory evidence can be obtained.

**2.3.4.4 Other**

Any protests must be made during the event. You are required to approach an Official or the COC (minors are to be accompanied by parents or care takers).

Outside of this timeline or after the Event as noted on the Supplementary Regulations will be considered, providing satisfactory evidence can be obtained.

### 2.3.5 Penalties

Penalties are at the discretion of the relevant Authority and are considered final.

Behaviour	Authority	Penalty Description	Notes	Penalty
<b>Behaviour</b>	COC, Committee & Officials.	Failure to comply with Officials Instructions – Administration		Not permitted to run at event.
	COC, Committee & Officials.	Failure to comply with Officials Instructions – Competition		No Points or Placings for the round.
	COC, Committee & Officials.	Failure to comply with Officials Instructions – Safety		Expelled from the venue.
	COC, Committee & Officials.	Aggressive/threatening behaviour to other people, an Official, an Event Organiser.		Expelled from the venue, Lifetime Ban and/or referred to authorities (QPS).
	COC, Committee & Officials.	Consumption of Alcohol or other illicit substances during a meeting		Expelled from the venue, Lifetime Ban and/or referred to authorities (QPS).
	COC, Committee & Officials.	Impairment due to alcohol & other illicit substances		Expelled from the venue, Lifetime Ban and/or referred to authorities (QPS).
<b>Venue</b>	COC, Committee & Officials.	Any additional Venue rules and regulations will be noted in the supplementary regulations for each round.		As per supplementary regulations for each venue.
<b>Scrutineering</b>	COC, Committee & Officials.	Fraudulent and unsporting competitive behaviour (Scrutineering, Administration or Competition).		Loss of Championship Points for Round or not permitted to run at event.
	COC & Officials.	Kart does not pass scrutineering. (Technical Safety).	<p>This extends to repairs made mid-race, due to the urgency and nature the COC or Grid marshal will do a visual spot check prior to re-joining.</p> <p>The onus and responsibility are on the Kart owner/Driver or Parent/Guardian to ensure the Kart is Safe to proceed.</p>	<p>Identified at Scrutineering - Not permitted to run at event until issue(s) resolved and scrutineered.</p> <p>Identified by random spot check - Not permitted to run at event until issue(s) resolved and scrutineered.</p>

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AUSKART 2026 Endurance Series  
AUSKART 2026 SEQ Championship

				Mid-Race Damage - Not permitted to re-join until issue(s) resolved and checked by official (Scrutineer(s), COC, or Grid Marshal).	
	Officials	Kart does not pass scrutineering. (Class Requirements)	Incorrect; Engine, Muffler, Tyres, Clutch tooth count, Sprocket tooth count etc.	Identified at Scrutineering - No Points or Placings for the round until issue(s) resolved and scrutineered. Identified by random spot check – All accumulated Points and Placings for the event to be disqualified. No Points or Placings to be awarded for the round until issue(s) resolved and scrutineered.	
<b>On Track (Racing infringements )</b>	COC	Jumping ranks or braking formation during a rolling start, prior to Green Flag.		Black & White Flag	-10 Championship Point penalty applied post-race per offence or post-race time penalty added to completed race time.
	COC	Short cutting the kerbs or dislodging any cones.		Black & White Flag	-10 Championship Point penalty applied post-race per offence or post-race time penalty added to completed race time.
	COC	Avoidable Collision (deemed unintentional)	Causing a collision by; unsafe re-join after coming off, tending to Kart issues and Driver Apparel on track while in motion.	Black Flag	Drive through Penalty per offence or post-race time penalty added to completed race time.
	COC	Dangerous Driving (deemed intentional)	Any intentional Kart contact.	Black Flag	Not permitted to run at event. -100 Championship Point penalty applied post-race. (Minimum) and / or 60 sec post-race time penalty
	COC	Overtaking under Local Yellow, Full Course Yellow or Red Flags.		Black Flag	Race disqualification, no Points or Placings & Drive through Penalty per offence or post-race time penalty added to completed race time and / or 10 sec post-race time penalty
	COC	Unsafe Driving under full Course Yellow or Red	Unsafe driving examples: Aggressively swerving to warm tires, failing to slow down near hazard.	Black Flag	Race disqualification, no Points or Placings & Drive through Penalty per offence or post-race time penalty added to completed race time and / or 10 sec post-race time penalty
	COC	Start Line Breach	Not staying in correct lane at race <del>start or</del> restart .		10 sec post-race time penalty for first instance. Refer event Supp regulations for 2 <sup>nd</sup> and 3 <sup>rd</sup> occurrences.
<b>Off Track</b>	Officials	Under class weight at race finish.			Race disqualification.
	COC, Committee & Officials.	Speeding in Pit Lane or Public Area			-10 Championship Point penalty applied post-race per offence.
	COC, Committee & Officials.	Working on Kart in Pit Lane	Acceptable; mid-race repairs, minor adjustments only. Unacceptable; changing sprockets, Tyres, refuelling, major adjustments.		-10 Championship Point penalty applied post-race per offence.

Serious breaches of the rules and above-mentioned penalties will be referred to the Sanctioning Authority and dealt with as per their Regulations.

### 3 Race Class Regulations

#### 3.1 Race Class Objectives

The factory standard 4 Stroke Engine is the foundation of Auskart Racing Inc, it is run for all Junior & Senior classes excluding Modified Class. The purpose is to promote a more level playing field & to eliminate "*cheque book racing syndrome*" by reducing the high costs of engine blue printing & performance modifications, together with the resultant intensive maintenance.

#### 3.2 Race Class Rules

##### 3.2.1 Defined Race Class - Quick reference table

The following table is supplied as a quick reference only. Drivers & potential new drivers should consult this table to determine the most appropriate Category/Class for them.

Race Category	Sub-Class	Age	Min. Weight	Engine	Gearing	DRY Tyre Choice	Muffler
<b>1</b> – Bambino	—	6-8	N/S	* Ref: Below *	N/S	OPEN	Stock
<b>2</b> - Cadet	—	7-11	100 kg >	<u>CADET Engine</u> Torini Clubmaxx 210	N/S	<u>CADET TYRE</u> 10 x 4.5 x 5" Refer 3.2.2.2	Stock
<b>3</b> - Junior	<b>Light</b>	11-16	110 kg >	Torini Clubmaxx 210,	N/S	Refer 3.2.2.3	Stock
<b>4</b> – Junior	—	11-16	130 kg >	Torini Clubmaxx 210	N/S	Refer 3.2.2.4	Stock
<b>5</b> - Senior	<b>Light</b>	<b>15+</b>	140 kg >	Torini Clubmaxx 210	N/S	Refer 3.2.2.5.	Stock
<b>6</b> - Senior	<b>Medium</b>	<b>15+</b>	155 kg >	Torini Clubmaxx 210	N/S	Refer 3.2.2.6	Stock
<b>7</b> - Senior	<b>Heavy</b>	<b>15+</b>	170 kg >	Torini Clubmaxx 210	N/S	Refer 3.2.2.7	Stock
<b>7</b> - Senior	<b>Max</b>	<b>15+</b>	185 kg >	Torini Clubmaxx 210	N/S	Refer 3.2.2.8	Stock

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<b>9 – Performance T4</b>	<b>Light</b>	15+	145kg >	Tillotson TPP-225RS / T4,	N/S	Refer 3.2.2.9 XXXX	Stock
<b>9 – Performance T4</b>	<b>Medium</b>	15+	160kg >	Tillotson TPP-225RS / T4,	N/S	Refer 3.2.2.10	Stock
<b>9 – Performance T4</b>	<b>Heavy</b>	15+	175kg >	Tillotson TPP-225RS / T4,	N/S	Refer 3.2.2.11	Stock
<b>9 - Performance</b>	<b>Light</b>	15+	145 kg >	Torini Supermaxx,	N/S	Refer 3.2.2.12	Stock
<b>9 - Performance</b>	<b>Medium</b>	15+	160 kg >	Torini Supermaxx,	N/S	Refer 3.2.2.13	Stock
<b>9 - Performance</b>	<b>Heavy</b>	15+	175 kg >	Torini Supermaxx,	N/S	Refer 3.2.2.14	Stock
<b>10 - Performance</b>	<b>Twin</b>	15+	185 kg > 170 kg > 180 kg > 195 kg > 220 kg >	2 x Honda GX200's, (Enduro Only) 2 x Honda GX200's, (Sprints Only) 2 x Torini Clubmaxx's, (Sprints Only) 2 x Torini Supermaxx's, (Sprints Only) 2 x Tillotson TPP-225RS / T4, (Sprints Only)	N/S	Refer 3.2.2.15	Stock
<b>11 – Novice</b>	—	6 & up	N/S	**4 Stroke Engine**	N/S	Refer 3.2.2.18	N/S
<b>12 – Modified</b>	—	15+	N/S	up to and including 250cc	N/S	Refer 3.2.2.16	<u>LESS THAN 90DB</u>

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12 – Modified	—	15+	185 kg	over 250cc	N/S	Refer 3.2.2.17	<i>LESS THAN</i> <u>90DB</u>
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N/S – Not Specified

Stock – As per Engine manufacturers specifications (No modifications from factory standard).

\* Bambinos running EX21 are to have stock Governor installed - Alternatively, any 4 Stroke Engine up to 211cc restricted by Governor or Restrictor Plate approved by Auskart Racing Inc. Class not to be consolidated with Cadet's.

\*\* 4 Stroke Engine to be approved by Auskart Racing Inc. prior to registering to Race.

\*\*\* Modified 4 Stroke Engine to be approved by Auskart Racing Inc. prior to registering to Race.

\*\*\*\* Modified Twin Engine karts at discretion of the Chief Scrutineer and Chief Stewart may have a Time Handicap rating applied to allow class parity.

For any class (from the commencement of January 2025 onwards) without a factory seal or preexisting (excluding fitted prior to the last 15<sup>th</sup> November 2024) Auskart Racing seal fitted by either, the engine manufacture or approved Auskart engine inspector, with the seals removed or tampered with will have an additional 20kg weight increase to the minimum class weight.

Honda GX200's, Clubmaxx, Supermaxx and Tillotson engines are to remain as per manufactures OEM specification and must be complying to manufactures Homologation document and have all Factory seals intact.

All exceptions by Head Scrutineer only and must be documented in writing to the Chief Steward and driver for race event. Any engine that is confiscated and deemed to be checked for eligibility shall be tagged by the head scrutineer and only transported by the head scrutineer or other authorised scrutineering team member as directed by Head scrutineer. It will be returned to the manufacture or approved Auskart engine inspector for independent report.

*Auskart Racing Inc. reserves the right to make any necessary parity or safety amendments as required, this may occur during a Race Meeting where applicable.*  
Race.

### 3.2.2 Defined Race Classes – Full Definitions

Auskart Racing Inc. runs classes for all ages, ranging from the youngest in Bambino Class, through Junior, Senior and Open Performance (including twin-engines). Specific regulations in respect to engine type, weights, tyres etc. are detailed below.

#### 3.2.2.1 Bambino

Sub-Class:	N/A		
Age:	6-8		
Minimum Weight:	N/A		Kart + Driver & Personal Protective Equipment
Engine:	EX21 with Stock Governor or as approved by Auskart chief Scrutineer		
Clutch Gearing:	Not Specified		
Drive Sprocket Gearing:	Not Specified		
Dry Tyres:	Dunlop SL1 or		
Wet Tyres:	4SS KA-specific options		
Muffler:	Open		
Notes:	Muffler: Not Specified		
	Bambinos running EX21 are to have stock Governor installed.		
	Alternatively, any 4 Stroke Engine up to 211cc restricted by Governor or Restrictor Plate approved by Auskart Racing Inc. Auskart Racing Inc. reserves the right to make any necessary parity or safety amendments as required.		
	Class not to be consolidated with Cadet		

#### 3.2.2.2 CADET

Sub-Class:	-		
Age:	7-11		
Minimum Weight:	Refer 3:2:1		Kart + Driver & Personal Protective Equipment
Engine:	Cadet Torini Clubmax 210		
Clutch Gearing:	N/S		
Drive Sprocket Gearing:	N/S		
Dry Tyres:	CADET TYRE 10 x 4.5 x 5"		
	Dunlop SL1 or Dunlop DHH or 4SS KA-specific options		
Wet Tyre:	Open		
Muffler:	Stock		
Notes:	Not to be consolidated with any other class		

#### 3.2.2.3 Junior - Light

Sub-Class:	Light		
Age:	11-16		
Minimum Weight:	Refer 3:2:1		Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx,		
Clutch Gearing:	N/S		
Drive Sprocket Gearing:	N/S		
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options		
Wet Tyre:	Open		
Muffler:	Stock		
Notes:	Can be consolidated with Junior		

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### 3.2.2.4 Junior

Sub-Class:	-	
Age:	11-16	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options	
<b>Wet Tyre:</b>	<b>Open</b>	
Muffler:	Stock	

### 3.2.2.5 Senior - Light

Sub-Class:	Light	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options	
<b>Wet Tyre:</b>	<b>Open</b>	
Muffler:	Stock	

### 3.2.2.6 Senior - Medium

Sub-Class:	Medium	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options	
<b>Wet Tyre:</b>	<b>Open</b>	
Muffler:	<b>Stock</b>	

### 3.2.2.7 Senior - Heavy

Sub-Class:	Heavy	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	N/S	

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Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.8 Senior - Max

Sub-Class:	Heavy	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH or DFH OR 4SS KA-specific options	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.9 Performance Single – T4

Sub-Class:	Light	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Tillotson TPP-225RS / T4	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.10 Performance Single – T4

Sub-Class:	Medium	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Tillotson TPP-225RS / T4	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.11 Performance Single – T4

Sub-Class:	Heavy	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Tillotson TPP-225RS / T4	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.12 Performance Single - Light

Sub-Class:	Medium	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Supermaxx,	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH OR 4SS KA-specific options	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.13 Performance Single - Medium

Sub-Class:	Medium	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Supermaxx,	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH OR 4SS KA-specific options	
Wet Tyre:	Open	
Muffler:	Stock	

### 3.2.2.14 Performance Single - Heavy

Sub-Class:	Heavy	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	Torini Supermaxx,	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	

Dry Tyres:	Dunlop DHH OR 4SS KA-specific options
Wet Tyre:	Open
Muffler:	Stock

### 3.2.2.15 Performance Twin

Sub-Class:	-	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	2 x Honda GX200's, (Enduro & Sprints) 2 x Torini Clubmaxx's, (Sprints Only) 2 x Torini Supermaxx's, (Sprints Only) 2 x Tillotson TPP-225RS / T4, (Sprints Only)	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry Tyres:	Dunlop DHH (Enduro Only) Open (Sprints Only)	
Wet Tyre:	Dunlop KT12 (Enduro Only) Open (Sprints Only)	
Muffler:	Stock	
Oil cooling:	Engines are permitted to run external or additional oil cooling.	
Brakes:	Refer 4.2.28	

### 3.2.2.16 Modified– up to and including 250cc

Sub-Class:	250	
Age:	15+	
Minimum Weight:	Refer 3:2:1	Kart + Driver & Personal Protective Equipment
Engine:	***Not to Exceed 250cc 4 Stroke Engines only***	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry and Wet Tyres:	N/S	
Muffler:	Stock	
Oil cooling:	Engines are permitted to run external or additional oil cooling.	
Brakes:	Refer 4.2.28	

### 3.2.2.17 Modified– over 250cc

Sub-Class:	250+	
Age:	15+	
Minimum Weight:	185	Kart + Driver & Personal Protective Equipment
Engine:	*** Exceeds 250cc 4 Stroke Engines only***	
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry and Wet Tyres:	N/S	
Muffler:	Stock	

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Oil cooling:	Engines are permitted to run external or additional oil cooling.
Brakes:	Refer 4.2.28

### 3.2.2.18 Novice

Sub-Class:		
Age:	Open	
Minimum Weight:	N/S	Kart + Driver & Personal Protective Equipment
Engine:	Torini Clubmaxx 210	NO MODIFICATIONS PERMITTED
Clutch Gearing:	N/S	
Drive Sprocket Gearing:	N/S	
Dry and Wet Tyres:	N/S	
Muffler:	N/S	
Oil cooling:	N/S	

## 3.3 Race Classes Procedures

### 3.3.1 Weighing Procedure

Kart + Driver & Personal Protective Equipment

Under Section 3 *Race Class Regulations*, are set a minimum weight provision for each class. This weight specification incorporates the weight of the kart, the driver and all PPE. All karts must always maintain the minimum weight for their class before, during and after the race (see also 2.3.1 Class Weight).

Karts that are shared between drivers in different classes (e.g. a Junior/Senior, a Senior Light/Heavy) must be minimum weight compliant for each class. Drivers may need to adopt a method of quickly removable weights.

### 3.3.2 Scrutineering

Each class has variations (Engine, Gearing, Tyres & Exhaust) which are examined at scrutineering. Ensure your kart conforms to the Regulations and Supp Regs. Karts which do not meet class requirements will face a penalty as per 2.3.4 *Penalties*.

## 4 Technical (Vehicle safety) Regulations

### 4.1 Technical (Vehicle safety) Objectives

Auskart Racing Inc. manages the technical requirements of all competitors' karts that enter our events with a strong focus on safety.

### 4.2 Technical (Vehicle safety) Rules

The technical specifications herein are applied to all Karts in all classes. The kart is the whole frame and any accessories and fixtures including the engine and its ancillaries. Drivers or Parents/Guardians for minors, are wholly responsible for ensuring their kart(s) meet the Technical (Vehicle safety) Rules & Regulations as well as complying with section 3 *Race Class Regulations*.

#### 4.2.1 Fastening & Fitment Requirements

All fasteners are to be as per manufacturers specifications.

Where no specification exists minimum Grade 8.8 Bolts & self-locking nuts to be used.

Fitments are to be as per manufacturers specifications.

Components are not to offer excessive movement or play.

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#### 4.2.2 Repairs & Damage (Race Day)

Should any body part be damaged beyond repair and such damage precludes the possibility of re-attachment drivers may be given permission to continue at the discretion of the Race Director. Such discretion will only be exercised upon presentation of the damaged component and satisfactory evidence that the damage was caused accidentally.

Broken and damaged plastics must be repaired or replaced. (Race tape may be used on race days as a temporary repair). Bodyworks should be presented in a uniform colour and/or be painted in a theme or have a designed sticker kit applied.

No Engine changes permitted once Qualifying has commenced without approval of Chief Scrutineer or Chief Stewart and should be the same make & model and a sealed engine (unless Modified class).

#### 4.2.3 Engine Mounts

Must be constructed of Metal and have 2 points of attachment to the Frame. May take any form but must comply with the manufacturer's specifications or be purpose built for Go Kart Racing application and use.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### 4.2.4 Engines

Excluding Open Performance Twins and Modified, all Classes are to use 4 Stroke engines that must be stock standard and sealed as per original factory specifications and have no performance modifications. Engine must always comply to manufacturers current Homologation document.

Tillotson TPP-225RS: 042-AIE-22 & Tillotson 225RS-02 Engine **T4 Series Australian Regulations 2025 (Document dated 20/12/2024)**

Torini Clubmaxx TC210: 109H <https://www.karting.net.au/wp-content/uploads/2024/02/TC210-Homologation-Updated-20-February-2024.pdf>

Special notes to be adhered for Clubmaxx (OEM std)

- All x4 muffler baffles to remain complete and intact, muffler must be replaced asap if baffles have become broken.
- No taping, covering or restricting of air at blower housing.
- It is permitted to fit a second throttle spring.
- It is permitted to fit a 1mm shim washer under the intake valve spring to counter wear caused to spring pocket over time and restore spring pressure.

General engine detail

- Piston to deck clearance measurement 0.1mm +/- 0.1mm
- Head thickness measurement 74.0mm +/- 0.1mm
- Valve spring retainers 6g minimum
- Lifters 19g +/- .5g
- Lash Caps 1.6g +/- .25g
- Valves 23.5g both intake and exhaust +/- .5g (No backut on intake valve)
- Pushrods steel (Clubmaxx only) 13.6g +/- .5g

Carburettor

- Outlet chamfer diameter = 24mm +/- 0.05mm
- Air bleed passages 1.1mm +/- 0.05mm
- Progression holes 0.85mm +/- 0.05mm Fuel needle inlet hole 2.4mm +/- 0.1mm
- Bowl breather hole 3mm +/- 0.1mm
- It is not permitted to remove the progression port welch plug.
- No cleaning of carburettors with manual or powered tools of any kind.
- All surfaces, orifices and and parts are to remain unaltered, where there is doubt a visual comparison will be made to an original part.

Flywheel and timing

- Ignition timing 25\* BTDC max Flywheel Key to remain OEM,
- flywheel key recess 4mm wide max.
- Coil mounting holes and bolts to remain OEM.
- Minimum flywheel weight \*2.25kg\*, OEM balance holes permitted only

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Spark plug and boot

- Minimum resistance 5kohm +/- 0.5kohm
- BPR6ES as per OEM.
- Thread depth = 20mm maximum excluding sealing washer. Sealing washer to remain fitted if not using a CHT sensor

Torini Supermaxx TX250: 121H <https://www.karting.net.au/wp-content/uploads/2024/02/Torini-TX250-Homologation-Updated-20-February-2024.pdf>

Special notes to be adhered for Clubmaxx (OEM std)

- All x4 muffler baffles to remain complete and intact, muffler must be replaced asap if baffles have become broken.
- No taping, covering or restricting of air at blower housing.
- A maximum of x3 nylon spacer washers per fan cover bolt must be fitted. General engine detail

General engine detail

- Piston to deck clearance measurement 0.1mm +/- 0.1mm
- Head thickness measurement 73.10mm +/- 0.1mm
- Valve spring retainers 6g minimum
- Lifters 19g +/- .5g
- Lash Caps 1.6g +/- .25g
- Valves 23.5g both intake and exhaust +/- .5g (No backcut on intake valve)
- Pushrods Cro-moly (Supermaxx only) 11.8g +/- .5g

Carburettor

- Outlet chamfer diameter = 24mm +/- 0.05mm
- Air bleed passages 1.1mm +/- 0.05mm
- Progression holes 0.85mm +/- 0.05mm
- Fuel needle inlet hole 2.4mm +/- 0.1mm
- Bowl breather hole 3mm +/- 0.1mm
- It is not permitted to remove the progression port welch plug.
- No cleaning of carburettors with manual or powered tools of any kind.
- All surfaces, orifices and and parts are to remain unaltered, where there is doubt a visual comparison will be made to an original part.

Flywheel and timing

- Ignition timing 29\* BTDC +/-1
- ARC Flywheel key = 3\* 18mm long, 5.4mm tall, 4.65mm wide
- PVL Flywheel key 0\* or 1\* 18mm long, 5.4mm tall 4mm wide +/- 0.22mm
- Flywheel key recess 4mm wide max.
- Coil mounting holes and bolts to remain OEM

Spark plug and boot

- Minimum resistance 5kohm +/- 0.5kohm
- BPR6ES as per OEM.
- Thread depth = 20mm maximum excluding sealing washer. Sealing washer to remain fitted if not using a CHT sensor

Tillotson TPP-225RS / T4 (ONLY) –factory 0.33 or 0.38 emulsion tube and Tillotson Factory 1.20mm Main jet are the only allowable jets sizes. The Emulsion Tube must remain 'OEM' / factory stock as supplied by Tillotson and IS NOT to be substituted or modified in any way.

Any modified valve cover and or valve cover gasket must be via Ludby Kart Supplies. (As communicated 24/5/24 to all then Tillotson owners.)

Should a circumstance arise whereby (1) the "stock" validity of an engine is called into question, (2) any manufacturers "tag" has been removed or tampered with, (3) a relevant competitor protest is received, the following is to occur.

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The Club's Chief Scrutineer and or Chief Steward is to secure possession of the engine and organise for it to be assessed by the OEM.. For impartiality, no person other than the Chief Scrutineer or Chief Steward is to communicate with or contact the Original Engine OEM regarding the subject engine. Once the assessment is completed, the OEM will report back the Chief Scrutineer or Chief Steward, or other authorised scrutineering member (if needed for impartiality) as directed by Head scrutineer with their findings in a written report. At this point, the Chief Scrutineer and or Chief Steward will deem whether a breach of the Regulations has occurred or not.

Engines that have had the manufacturers 'tags' removed or "tampered" with, can be inspected and if deemed to be "OEM" or "stock" by the original OEM, they can be resealed by the OEM for use. All Engines with a Auskart seal as fitted by the Chief Scrutineer and fitted prior to January 1<sup>st</sup>, 2025, are eligible for competition for 2025 and must have the engine seal/tag numbers recorded prior to commencement of the 2025 race season.

The Chief Scrutineer alone has the authority to deem a 'modified engine' as suitable for competition in stock engine classes. The Chief Scrutineer must assess any modified engine and deem what level of 'weight penalty' the engine must carry. This information is then passed onto the Chief Steward in writing.

**A 20kg weight penalty is to be the minimum weight penalty applied.**

All Sump bolts and filler plugs are to be drilled and wired from the commencement of 2025.

Engine changes or swaps ARE permitted during a race meeting or 'mid-meeting'. However, this is ONLY to occur if the Chief Scrutineer gives their express permission and on a "case by case" basis. Engines MUST BE "LIKE FOR LIKE" - eg Clubmaxx for Clubmaxx, and the driver MUST submit a new scrutineering form with new engine number attached as soon as practicable.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### 4.2.5 Engine protection components

A component designed to protect and prolong the life of an engine (even if not original specification) may be permitted. These may include oil-slingers or oil baffle pads in engines only.

#### 4.2.6 Clutch

All karts must be fitted with a dry air-cooled centrifugal clutch, which cannot be adjusted whilst fitted to the motor.

Must comply with the manufacturer's specifications.

May be configured as per the manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### 4.2.7 Chassis

No control chassis or Manufacturer is specified.

The Chassis must consist of a single frame constructed entirely from tubular steel.

Must not extend sideways beyond the outside wall of any tyre.

Ride heights should not exceed Manufacturers written specifications or be modified to do so.

The size of the chassis must be relevant to the height of the driver and class.

The Chassis must not have any tack welding repairs.

The Chassis must not have any cracks in the Frame, mounting tabs or Rails.

#### 4.2.8 Fuel tank

The tank must be purpose-designed and constructed from approved fuel-compatible material. Designed in such a way that it does not present any danger of leakage.

It must be securely fixed to the chassis between the main tubes of the chassis-frame, ahead of the seat and behind the rotation axis of the front wheels.

The tank must supply the engine under normal atmospheric pressure. Any system, mechanical or not, which may have an influence on the internal pressure of the fuel tank is not permitted.

Capacity must be no more than 10.5 litres maximum.

Be fitted with an overflow bottle.

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#### **4.2.9 Fuel Lines**

All fuel lines must be flexible and fuel compatible.

Securely fixed at all connections using zip ties or hose clamps.

Must be securely fixed to the chassis at regular intervals, to prevent the fuel line dragging under the Kart.

#### **4.2.10 Fuel Pump**

Standard Pulse type fuel pumps only.

#### **4.2.11 Floor tray**

Must be a continuous, uniform, non-perforated rigid sheet made of steel, aluminium or carbon fibre. Stretching from the central strut of the chassis frame to the front of the chassis frame.

Must be fitted above the tags welded to the chassis at the front of the kart and all edges of the floor-tray. It must not protrude below the bottom of the chassis rails or extend beyond them.

Must be secured with Bolts and conelock or nyloc nuts, threads facing upwards with no more than two (2) threads of the bolt are permitted to extend past the nut.

One hole with a maximum diameter of 40 mm is allowed for the sole purpose of steering column access.

Must have nonslip coating or Heel cups installed.

#### **4.2.12 Seat**

A seat designed for bitumen karting must be used and must be constructed and mounted in such a manner to safely cope with all applied loads under all conditions.

The size of the seat must be relevant to the driver's requirements and minimise lateral and rearward movement of the driver.

Must be mounted within the constraints of the original intended position as per the Manufacturers documentation, with relevant seat mounting fixings.

The mounting of ancillary items (seat stays, ballast, weights, batteries, overflow bottle, fuel pump and the like) must not compromise the structural integrity of the seat.

#### **4.2.13 Clutch Guard**

It is recommended that All karts with an in-board clutch (clutch facing the seat) must have a metal clutch guard fitted between the seat of the kart and the clutch on the engine.

Clutch guards must be a continuous, uniform, non-perforated rigid sheet made of steel or aluminium. Any mechanical mounting may be used, must be securely fixed and not move freely.

#### **4.2.14 Steering wheel**

Must have a continuous outer rim and allow the driver to fully grip the outer rim.

It must be of a material that will not constitute a danger in the event of an accident.

May take circular shape with indents as designed by manufacturers.

Must connect to the Steering Wheel Boss complying with Fastening & Fitment requirements.

#### **4.2.15 Steering wheel Boss**

The steering wheel Boss is to be manufactured of metal. May take any manufactured form (Extended, angled).

Connection of the Steering Wheel boss to the Steering Shaft Must meet 4.2.1 Fastening & Fitment Requirements. May be welded directly to the Steering Shaft.

#### **4.2.16 Steering Shaft**

Must comply with the kart manufacturer's specifications.

Connection of the Steering Shaft to the frame (opposite Sheeting Wheel) Must meet 4.2.1 Fastening & Fitment Requirements.

Connection of the Steering Shaft to the frame (just below the Sheeting Wheel) is through the steering shaft bush.

#### **4.2.17 Steering Shaft Bush**

Must comply with the kart manufacturer's specifications, may take any manufactured form.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.18 Steering Shaft Collar**

Steering Shaft Collar must be fitted within 5mm of the lower edge of the upper steering shaft bush.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.19 Steering tie rods**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.20 Stub Axels**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.21 King pin assembly**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.22 Rear Axle Bearing Carriers**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.23 Rear Axle Bearings**

These must comply with the kart manufacturer's specifications.

Grub screws must meet all fastening and fitment requirements if used.

**4.2.24 Rear axle collars**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.25 Rear Axle**

Rear wheels to be driven by a one-piece axle shaft only. Axle must not protrude beyond the tyre.

**4.2.26 Brake disc Hub/Carrier**

These must comply with the kart manufacturer's specifications.

It is recommended that Axle keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.27 Brake disc**

These must comply with the kart manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.28 Brakes**

One brake calliper should be fitted to the kart to be activated on one (1) rear axle mounted brake disc only. The disc must be made of metal but can be vented and/or cross-drilled or slotted. Additional air ducting to the rear brake is permitted but must be securely attached.

The use of front brakes is only permitted in Performance Twin and Modified Classes. ***(Mandatory for all gear box karts or as otherwise deemed appropriate by the Chief Scrutineer and must be a dual cylinder system).***

**4.2.29 Sprocket Hub/Carrier**

These must comply with the kart manufacturer's specifications.

It is recommended that Axle keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### **4.2.30 Drive Sprocket**

These must comply with the kart manufacturer's specifications.

May be split sprockets.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### **4.2.31 Chain & pitch**

The chain may be of any brand but must be a purpose-designed kart chain. There is no mandated chain pitch.

#### **4.2.32 Chain guard**

Chain guard must be mounted securely and must be attached to the clutch guard and cover  $\frac{3}{4}$  down the back of the rear sprocket. Clutch guard must cover to a minimum of the horizontal centre line of the clutch down the front, adequately attached to the kart and made of metal and covering the clutch to a minimum of 50% of the distance of the balance of the chain to the rear of the kart or a suitable purpose-built aftermarket clutch guard can be used, all at the discretion of the scrutineer.

#### **4.2.33 Gearing**

As per Technical Rules & Regulations for Classes

#### **4.2.34 Pedals**

Pedals must be mounted according to manufacturer's specifications. The accelerator pedal must have a return spring and a mechanical link only between the pedal and the carburettor. The brake pedal must have a secondary safety link in the event of brake rod failure.

#### **4.2.35 Pedal Extenders & Relocators**

These must comply with the manufacturer's specifications.

Must meet 4.2.1 Fastening & Fitment Requirements.

Must be approved by Scrutineer.

#### **4.2.36 Bodywork**

All karts must be fitted with a complete body kit. All body parts should be attached to the frame of the kart, have rolled edges and present no sharp edges. Protection bars on the outside of side pods are not permitted.

##### **4.2.36.1 Front nose cone**

Must meet 4.2.1 Fastening & Fitment Requirements.

##### **4.2.36.2 Nassau panel**

Must meet 4.2.1 Fastening & Fitment Requirements.

##### **4.2.36.3 Side pods**

Side pods must be mounted so that their rear end covers the outer most tread face of the rear tyre but not protrude past the outside of the rear tyre or be approved by the chief scrutineer(s) to prevent another kart from mounting the rear tyre.

Must meet 4.2.1 Fastening & Fitment Requirements.

##### **4.2.36.4 Rear bar**

A rear bumper is mandatory. It can be made from metal or high-impact plastic and must be securely attached in at least two separate mounting points across the chassis and be able to withstand a substantial impact.

The rear bar must extend to cover a minimum of  $\frac{3}{4}$  of the rear tires. Rear bars should deflect a following kart from mounting the rear tyres. Adjustable rear bumpers are permitted. Fixings are not to protrude past the rear bumper when viewed from the side.

Must meet 4.2.1 Fastening & Fitment Requirements.

#### **4.2.37 Racing numbers**

All karts must be fitted with a racing number on the front, back and both sides. These numbers should be fitted on the front Nassau panel and the rear bumper and both side pods in a position which is clearly visible:

- (1) Race numbers are to be black numbers on yellow background for all Classes or
  - a. black numbers on White background for Juniors or
  - b. Red numbers on White background for Cadets / Bambino's.
- (2) The number must be **CLEARLY** visible and legible from a distance of 10 metres.

**4.2.38 Additional graphics**

Sponsors' logos and graphics may be displayed on the kart with the provision they are not offensive.

Smoking brands are not permitted to be displayed on Karts or trailers.

**4.2.39 Suspension**

The use of suspension of any type is not permitted.

**4.2.40 Catch can (Oil)**

Engine oil and fuel are not to be sprayed or dropped onto the racetrack. Engine vents and overflows must be plumbed into an appropriate catch-can that does not allow liquids to spill on to the track. Oil catch-cans must be checked regularly for volume. Plastic catch cans are permitted.

**4.2.41 Wheel Hubs**

These must comply with the kart manufacturer's specifications.

Front wheel hubs are permitted.

It is recommended that Axle keyways be zip tied in place.

Must meet 4.2.1 Fastening & Fitment Requirements.

**4.2.42 Rims**

The rims must be of an all-metal alloy construction and be fitted with pneumatic tyres (with or without tubes). Rims can be one or multiple-piece items. The number of wheels is set at four. Only the tyres may come in contact with the ground when the driver is on board.

Fronts rims can be of bearing or hub type.

**4.2.43 Engine start battery.**

Only sealed, leak-proof (maintenance free) batteries are permitted. The purpose of the battery is to power the starter exclusively and/or a rear rain-light where applicable. It must be located within the chassis perimeter and be mechanically attached to the chassis-frame.

**4.2.44 Transponders**

Auskart uses the My Laps Transponder system linked to the computer in Race Control. Each competitor must have their own transponder, as it is essential to timing and lap counting in competition. Karts without the mandated transponder cannot be recorded, so will not be accepted for competition. The transponder must be secured to the inside of the front bar in the central location a position where it is protected from damage but able to transmit a clear signal. It may be necessary to have the position of a transponder checked for signal pickup by the timing strip and re-positioned if necessary.

**4.2.45 On-kart cameras & communications**

These devices are permitted within certain parameters and under certain conditions.

Camera(s) are required from the beginning of the 2025 season. Mounted on helmets are not permitted and must be mounted on the karts. The camera(s) MUST be mounted securely, and a secondary safety tether attached. The camera must not present a danger in the event of an accident. Race Control and/or the Scrutineer may refuse to allow an on-kart camera if it is considered not correctly mounted.

If only 1 camera is fitted to the kart, it must be forward facing and have clear vision of both sides of the kart immediately in front and not have an interrupted view caused by the kart it is mounted on. The max number of cameras mounted to any 1 kart is 4.

Camera must be on and recording for all sprint races and or indicated by the Sup regs. Failure to supply recorded footage if and when called by the Stewards will result in a penalty.

Karts may be equipped with communications systems, but such devices will be restricted to Test & Tune days, Novice Class. And endurance events.

Permission may also be granted for their use in endurance-type races, however miss-use of communications to enable blocking or other hindrance tactics is prohibited and offending drivers will be penalized.

All communications devices must be safe, not hinder driver entry or exit from the kart and not interfere with another kart's system.

**4.2.46 Mufflers**

The muffler must be mounted behind the driver's seat, so as to direct exhaust gasses rearwards behind the driver and must have a secondary safety tether of braided steel wire securing it to the kart Chassis.

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However, it must not exceed a maximum noise level of 90dB. Regular testing for noise compliance will be carried out and noncompliant karts will be banned from the track until such time as they are rendered compliant and test verified as such.

#### 4.2.47 Added weights.

Where added weight is required to meet a Class minimum it must be added to the kart and not carried by the driver on his/her person. As a guide, for every 3kgs of weight used 1x 8mm bolt must be used to secure the weight to the kart. Weights must be regularly checked for mounting tightness; lead can soften and change shape allowing them to become loose.

All weights are to be marked clearly with the kart number and contact name for identification purposes.

#### 4.2.48 Tyres (Dry & Wet)

In the interest of competitive fairness, economy and safety, Auskart Racing Inc. specifies "control" tyres for each class. Specific tyres for each class are listed in the Racing Class Table.

Tyre treatments of any type are not allowed under any circumstances.

No Tyre changes permitted once Qualifying has commenced without approval of Chief Scrutineer or Chief Stewart

#### 4.2.49 Fuel

The fuel used for Auskart Racing Inc. is standard pump station fuel. It must not have an octane level of higher than 98 RON **and free from any additives**. Modified Class may use E85 fuels.

The use of octane boosters is not permitted.

Fuel testing will be carried out from time to time.

The use of Methanol is strictly forbidden and not to be brought onto the complex.

#### 4.2.50 Cosmetic Presentation Standards of Kart

All Karts should be clean and free of debris allowing easy inspection of all components and not concealing possible damage.

Temporary repairs should be fixed prior to next consecutive meeting.

### 4.3 Technical (Vehicle safety) Procedures

#### 4.3.4 Starting Kart

Starting of karts can only be done if a driver is in the kart or the kart is on a work stand or trolley with all 4 kart wheels off the ground.

#### 4.3.5 Refuelling

When refuelling a kart, extreme care must be taken to avoid spillage onto hot engines and components.

Refuelling Procedure

1. Stop kart and turn off engine.
2. Driver must exit the kart.
3. All spillages will be cleaned before the kart is restarted.

#### 4.3.6 Scrutineering

Karts may be checked and scrutineered for general safety and to ensure your equipment complies with the rules. Scrutineering will be carried out by the appointed Officials listed in the supplementary regulations. Karts that do not meet safety standards will not be permitted for use at an Event. Failure to comply with or attend Scrutineering inspections as directed by any officials will result in event disqualification.

#### 4.3.7 Self-Scrutineering

Karts must be self-scrutineered by owners, parents or guardians for general safety and to ensure your equipment complies with the rules before attending an event. At Events, Karts that do not meet safety standards will not be permitted for use at an Event.

Any instances of negligence or deliberately making false statements on a Self-Scrutineering form will result in a penalty as per 2.3.4 *Penalties*.

The main areas for regular inspection/maintenance are:

Chassis, for bad welding, repairs, and/or cracks.

Tyres for consistency, scarring, cracks and wear.

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Brakes, for wear, cracked discs, insufficient pad material and operational effectiveness. Brake pads to be secured with a safety pin or pad bolts wired.

Steering, for tight lock nuts, mounting and security of components.

Security of all components, nuts and bolts. Nylock nuts to have at least 2 threads of bolt protruding.

Return springs for brake and accelerator pedals.

Muffler secured to chassis with braided steel wire.

Steering collar

Brake pedal to have 10mm clearance from chassis when fully depressed.

Seat free of cracks near fastening points

All fuel lines secured with wire ties or zip ties.

Chain guard mounted securely and must be attached to the clutch guard and cover  $\frac{3}{4}$  down the back of the rear sprocket. Clutch guard must cover to a minimum of the horizontal centre line of the clutch down the front, adequately attached to the kart and made of metal and covering the clutch to a minimum of 50% of the distance of the balance of the chain to the rear of the kart or a suitable purpose-built aftermarket product, at the discretion of the scrutineer.

Steering components secured; all body work is secured to the kart.

Any other aspect or component relevant as a safety issue.

## **5 Technical (Apparel) Regulations**

### **5.2 Technical (Apparel) Objectives**

All drivers and pit crew are required to comply with full PPE requirements with no exceptions.

### **5.3 Technical (Apparel) Rules**

#### **5.3.4 Drivers**

##### **5.3.4.1 Full-Face Helmet**

- a) Must be fitted and worn according to the manufacturer's instructions.
- b) Must at all times be fit for purpose and safe for use in Competition.
  - (i) Drivers are cautioned against using a helmet which has been damaged or involved in an accident.
- c) Must be of the 'Full Face' type.
- d) Must bear a label indicating they comply with at least one of the following standards:
  - (i) AS/ NZS1698
  - (ii) (iii) ECE-2204, ECE-2205 and ECER-2205 Snell SA2010, SAH2010, K2010, SA2015 (Not permitted for use after 31/12/2023),
  - (iv) Snell K2015, K2020

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- (v) Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016
  - (vi) SFI Specification 24.1 (vii) FIA 8860-2004, (Not permitted for use after 31/12/2021)
  - (vii) FIA 8860-2010, FIA 8859-2015, FIA 8860-2018, FIA 8860-2018-ABP, FIA 8860-2010
- e) Drivers competing in CIK-FIA International competitions must wear a CIK-FIA Homologated Helmet.
- f) The use of a Helmet 10 years after its date of manufacture is not permitted.
- g) The use of chin cups is not permitted.
- h) Unless done in compliance with instructions approved and supplied by the manufacturer, modification of any Helmet from its manufactured specification is not permitted.
- i) It is advised that painting or use of solvents on helmets could be potentially dangerous. Any decorations or stickers may damage the protective capacity of the Helmet and if applied should follow the manufacturer's guidelines and restrictions.
- j) Visors
- (i) Must be attached to the Helmet and in the closed position at all times.
  - (ii) (iii) Must protect the eyes and face at all times. Must protect any prescription glasses or contact lenses if these are required by the Driver.
  - (iv) Must be optically clear.
  - (v) For all competition conducted after **sunset must be either non-tinted or specifically a 'Night Visor'**.
  - (vi) May be modified to accept a spinning rain deflector.
  - (vii) Goggles in place of a Visor are not permitted.
- k) In the special case of a Cadet or Junior Driver where the smallest helmet offering 'Full Face' protection is too big.
- (i) Technical Rules A motor cross type helmet which offers chin protection may be used.
    - (i) In this case the wearing of goggles is compulsory.
    - (ii) These goggles must meet the AS1609-1981 standard No dark tinted visors to be worn when track lights are illuminated. (Australian Karting Association Ltd., 2022).

#### **5.3.4.2 Race Suit**

A race suit designed for motor sport is to be worn as a minimum standard. A leather motorcycle racing suit is also an excellent choice. Fastenings should be a zip and not buttons.

#### **5.3.4.3 Gloves**

Gloves. Purpose-designed for kart racing.

#### **5.3.4.4 Footwear**

Ankle high boots purpose-designed for kart racing.

#### **5.3.4.5 Neck Brace**

Mandatory for all Bambino, Cadet & Junior classes.

Strongly recommended for seniors.

#### **5.3.4.6 Rib Protector**

Rib Protector. Recommended but not mandatory. A rib protector can protect ribs from injury during hard cornering, rough surfaces or in the event of an accident.

#### **5.3.5 Support crew attending karts.**

##### **5.3.5.1 Clothing**

No Nylon clothing --Cotton is preferred.

Enclosed footwear to be worn by all persons at all times.

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## **5.4 Technical (Apparel) Procedures**

### **5.4.4 Scrutineering**

At Events your Safety equipment (PPE) may be checked and scrutineered for general safety and to ensure your equipment complies with the rules. Scrutineering will be carried out by the appointed Officials listed in the supplementary regulations. Safety equipment (PPE) which does not meet safety standards will not be permitted for use at an Event.

### **5.4.5 Self-Scrutineering**

Safety equipment (PPE) must be self-scrutineered by owners, parents or guardians for general safety and to ensure your equipment complies with the rules before attending an event. At Events, Safety equipment that does not meet safety standards will not be permitted for use at an Event.

Any instances of negligence or deliberately making false statements on a Self-Scrutineering form will result in a penalty as per 2.3.4 Penalties.

The main areas for regular inspection are:

Cracks in Helmets and expiry dates.

Helmet fitment.

Safety clips on neck braces and rib protectors and Race suits for holes.

## 6 Race Regulations

### 6.2 Race Objectives

Auskart Racing Inc. ensures races comply with Sanctioning Authority requirements and the general competition regulations for both safety and fairness. It's the Clubs goal to provide good clean racing with most classes well represented, promoting and encouraging good sportsmanship, friendly competitiveness, good values and life lessons in a safe environment.

### 6.3 Race Rules

All drivers and pit crew are required to comply with the RACERS CoC available at <https://racers.world>.

### 6.4 Race Procedures




All drivers and pit crew are required to comply with full PPE requirements with no exceptions.

#### 6.4.4 Racing Flags & their Meanings

Flags common to most forms of motor sports are used to communicate to drivers. They can indicate various dangers and situations on the track, race starts and finishes, conduct warnings and disqualifications. Drivers are required to learn all the flags and know their meanings and respond as required when they are displayed at Race Control or Flag Points. Meanings are as follows:


##### 6.4.4.1 Standard Flags




Standard session flags used to signify normal racing conditions.

GREEN FLAG	DRIVER ACTION	
Meaning: The race or session has officially started, or the race session has restarted after a declared safety period.	All Karts are free to accelerate and pass each other and commence racing.	
WHITE FLAG	DRIVER ACTION	
Meaning: The leader is on the last lap.	As above.	
CHEQUERED FLAG	DRIVER ACTION	
Meaning: The race or session is finished.	The race is finished. Slow down for a cooldown lap and return to pit lane	

##### 6.4.4.2 Caution Flags




Standard session flags used to signify caution & adverse racing conditions.

WAVING YELLOW FLAG	DRIVER ACTION	
Meaning: Local yellow, there is a hazard that may or may not be blocking the track.	Reduce speed to walking pace and do not overtake.	
A Driver may be attempting to re-join/re-enter track.	Prepare to negotiate hazard.	
RACERS CoC: Caution	Once past the hazard approaching the next signal point if there is no flag return to racing.	

<b>STILL YELLOW FLAG</b>	<b>DRIVER ACTION</b>	
Meaning: Full course yellow, there is a hazard that may or may not be blocking the track.	Reduce speed to walking pace and do not overtake. Prepare to negotiate hazard.	
RACERS CoC: Clampdown	Only where safe increase speed slightly to catch leading kart and follow in single file.	
<b>BLUE FLAG</b>	<b>DRIVER ACTION</b>	
Meaning: Be aware, faster karts are approaching and in close pursuit,	Hold Racing line, make no sudden change of direction or pace, no deliberate blocking.	
<b>BLACK AND WHITE FLAG</b>	<b>DRIVER ACTION</b>	
Meaning: Warning of unacceptable driver conduct.	Continue Racing. Please see Clerk of Course after the race for clarification.	

**6.4.4.3 Emergency & Penalty Flags**

Standard session flags used to signify a return to pit lane & a stop to a racing Session.

<b>BLACK AND ORANGE FLAG</b>	<b>DRIVER ACTION</b>	
Meaning: Mechanical safety issue	Upon seeing this make way to pit lane and check with the Clerk of Course for clarification.	
<b>FULL BLACK FLAG</b>	<b>DRIVER ACTION</b>	
Meaning: Infringement or Driver Conduct issue.	Upon seeing this make way to pit lane and check with the Clerk of Course for clarification.	
<b>RED FLAG</b>	<b>DRIVER ACTION</b>	
	Reduce speed to walking pace and do not overtake.	
Meaning: The session has been stopped.	Prepare to negotiate hazard.	
RACERS CoC: Cancel	Only where safe increase speed slightly to catch leading kart and follow in single file.  Go to the start line on Track, come to a complete stop and await further instruction.	

**6.4.5 How a Race is conducted**

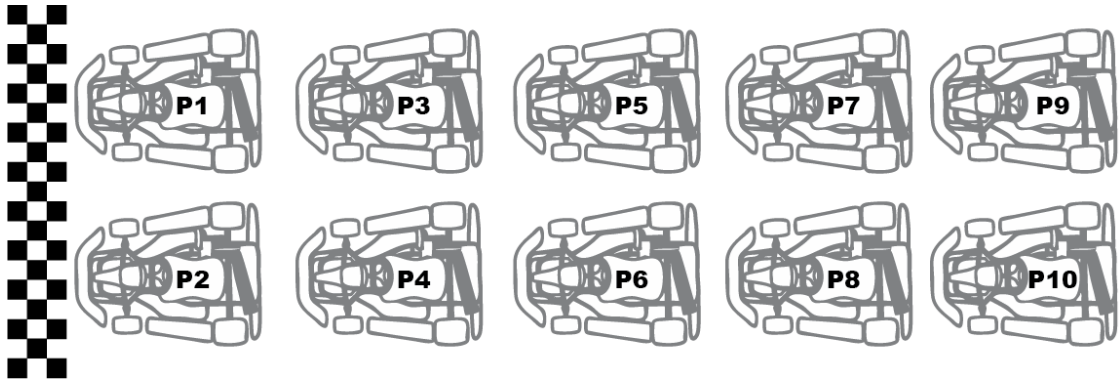
**6.4.5.1 Race Class order.**

Race Class order or running order is a set group for the day, which is posted in the supplementary regulations, announced at the Drivers' Briefing and displayed on the Timing Trailer.

In the interests of efficiency, a driver must be ready to go racing prior to their Class being called by Race Control.

At Pit Lane, Karts are required to assemble in their designated grid positions prior to their Class being called out onto the race circuit by the Grid Marshal as per the diagram below supplementary regulations. (Lakeside DTC Grid formation shown below).

Failure to be in the designated grid spot and being ready prior to release may result in the driver starting rear of Field.

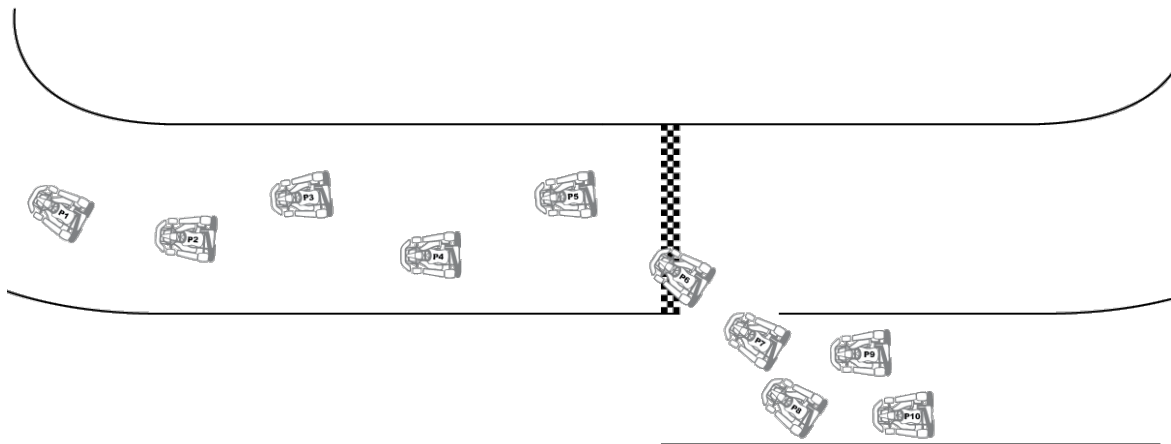


**6.4.5.2 Race Commencement**

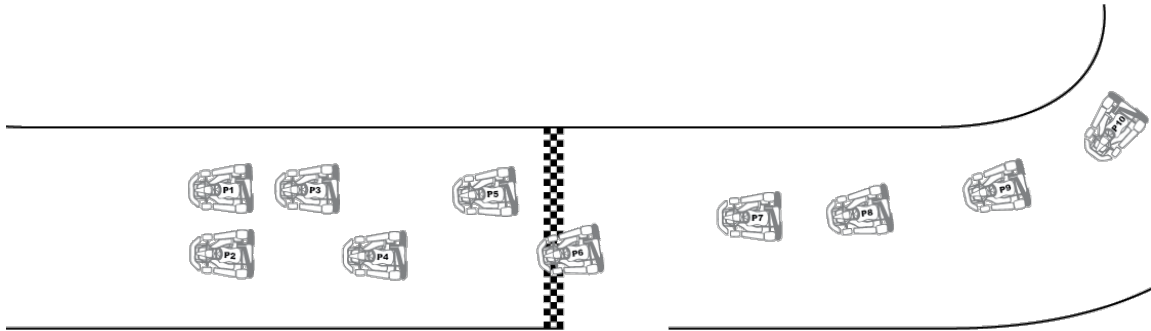
From the moment the Grid Marshal signals for the Karts to be released, the Drivers are under “Starter’s Orders”, and Race conditions apply. Karts may not receive any outside assistance for repairs or other adjustments to their equipment while on the Track.

**6.4.5.3 Rolling Start**

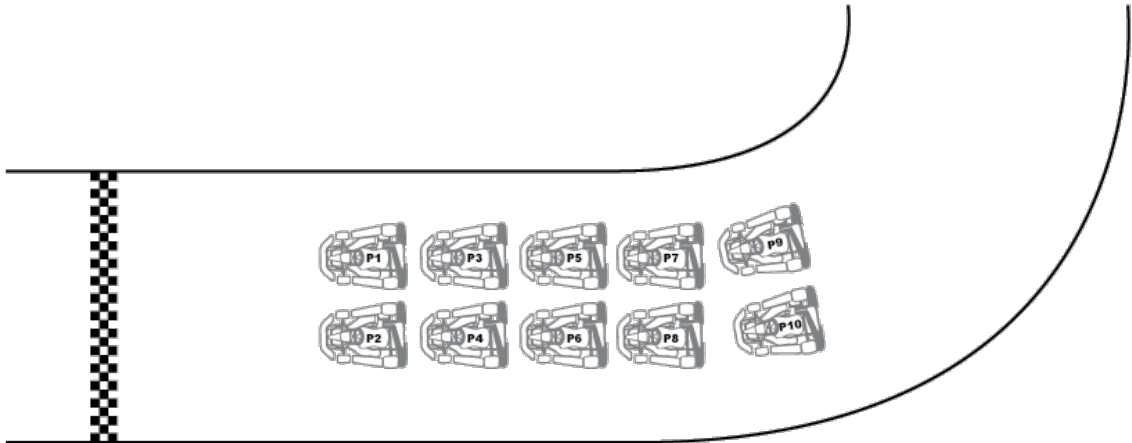
Once cleared by Race Control, the Clerk of Course/Grid Marshal will release Karts on track. Single file and in order. Karts are immediately on a warmup lap and to be executed at reduced speed. Weaving to warm tyres is permitted.



As drivers pass the start finish line, they are on a Formation Lap. The Driver on pole position shall set a slow constant speed. Weaving to warm tyres or random bursts of acceleration and deceleration are not permitted. Drivers are to form up as per their Grid position and maintain formation. 1 meter from the kart in front and side by side.



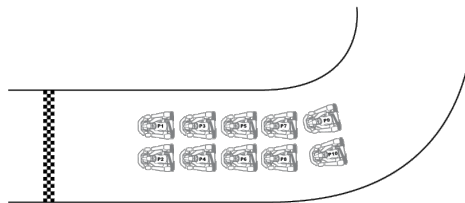
Maintain formation when approaching the start area in anticipation for the starting signal.



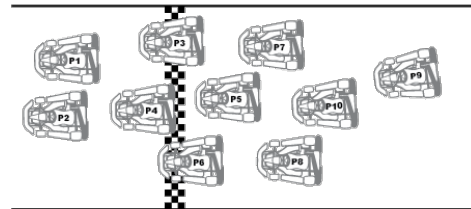
It is the Driver's responsibility to retain their grid position, and the Starter is not obligated to allow any additional Formation laps to allow a Driver who has lost their place to regain it. If a driver spins and loses their position during the Formation lap, they are not to try to regain their position and will be required to start from the back of the grid.

**Rolling Start Signals & Procedures**

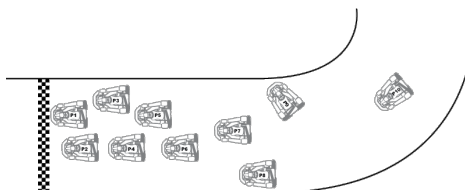
The starter will hold the Green Flag up as drivers approach the Start line provided, they are satisfied with the Formation and speed of the Karts.



Once the green flag drops, the race has officially started. All Karts are free to accelerate and pass each other and commence racing -

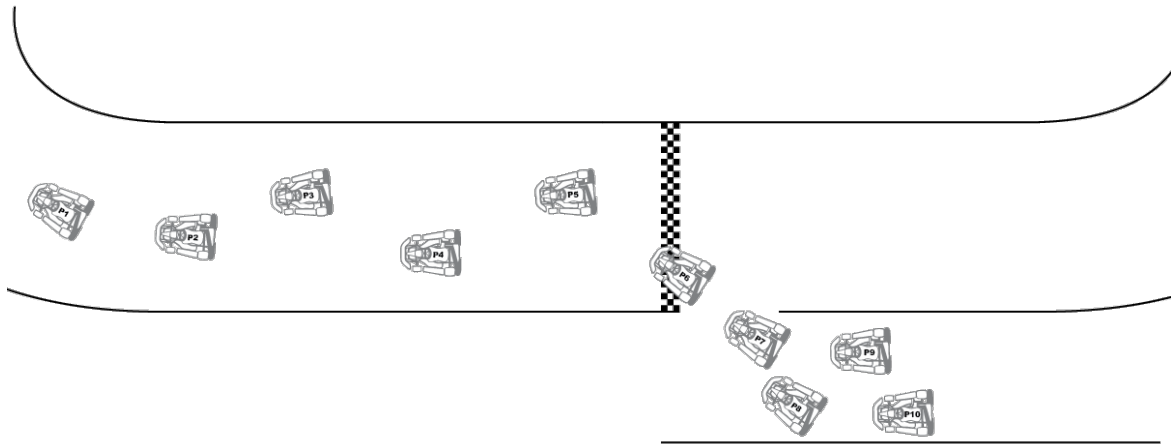


If the starter is not satisfied with the formation and speed they will give karts the finger, signifying that drivers will have to go around again on another Formation lap.

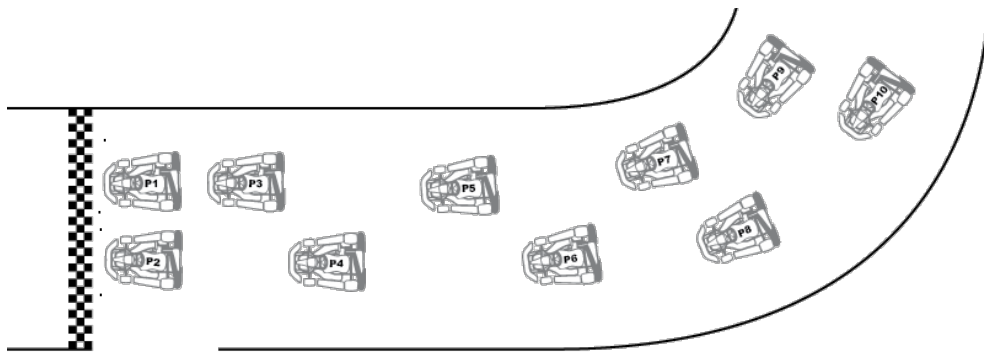


**6.4.5.4 Standing Start**

Once cleared by Race Control, the Clerk of Course/Grid Marshal will release Karts on track. Single file and in order. Karts are immediately on a warmup lap and to be executed at reduced speed. Weaving to warm tyres is permitted.

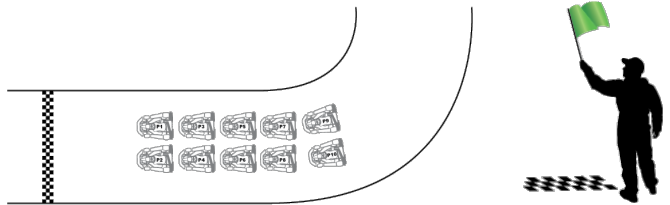


As drivers approach the start finish line, they are to form up as per their Grid and come to a complete stop. 1 meter from the kart in front and side by side.

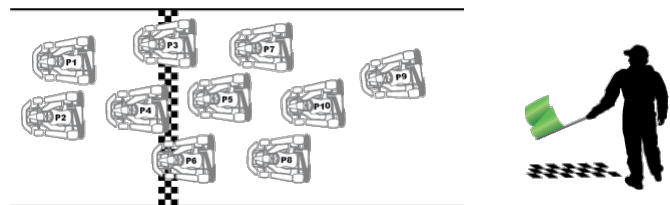


**Starting Signals**

The starter will hold the Green Flag up in anticipation of the race Start.



Once the green flag drops, the race has officially started. All Karts are free to accelerate, pass each other and commence racing.



**6.4.5.5 Race Finish**

On the last lap the Clerk of Course will show the leader the white flag, indicating last lap. At the end of the race the Clerk of Course will show the leader the chequered flag. It is important that every driver passes the chequered flag for each session, even if other Karts are pulling off to pit lane.

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## Finishing Signals

White Flag means that there is one lap to go.



Chequered Flag, the race is finished. Slow down for a cooldown lap and return to pit lane.



### 6.4.5.6 Overlap and Passing Overlap

- a) **Overlap means** that the front of the nosecone of a Kart has reached the point of being alongside of or further forward than the rear wheel protection or the rear edge of the rear wheels on a Kart that is in front of it on the Track.
- b) **Passing Overlap** means that the front of the nosecone of an overtaking Kart has reached a point level with the vicinity of the centre of the steering wheel of the Kart that is being overtaken.

#### Blocking and Overlap on Approach to Corner

- a) Blocking in general is not allowed. At the start of the Race or until the Race 'settles down' there may be some exceptions to this. If a Driver has committed to the racing line at the initial braking point of the approaching corner, they may not move across to block the inside line to the corner during the braking phase. In other words, they must not interfere with the Kart trying to overtake, particularly if there is an "Overlap".
- b) At the start and/or end of the Race, if a Driver intends to run the inside line on the approach phase to a corner, they must clearly do so prior to the initial braking point. They may not move across to cover the line or attempt an abnormal early turn in if a Kart trying to pass has Overlap.
- c) If a Driver has a slow run out of the previous corner for whatever reason, they may move across to cover the line respecting the points below.
- (i) Once the Kart that is trying to pass has Overlap, the Driver in front at that time must respect that Kart and allow sufficient racing room.
  - (ii) The Kart with the momentum trying to make the pass should be given at least one Kart width room from the edge of the Track and should not be pushed off the Track.
  - (iii) The Driver trying to pass in this situation should not be forced to roll off the throttle and therefore lose momentum and potentially position, he should be allowed the opportunity to attempt a safe pass.
  - (iv) The Driver with the slower run into the corner is entitled to move across once only but not in an erratic manner and when safe to do so.

#### Overtaking on Corner Entry

- a) If the Kart making a pass on corner entry (the turn-in point) has a Passing Overlap with the other Kart, then the Kart being overtaken must not turn-in to the apex and make contact with the Kart on the inside, it must allow racing room.
- b) In general, the onus is on the overtaking Kart to execute the pass safely.
- (i) Overtaking karts should not expect the Kart in front to give way unless there is a Passing Overlap at the turn-in point of the corner.
- c) A Kart that arrives at the turn-in point with a Passing Overlap but has smoke off the Tyres or is otherwise considered to be 'out of control' will be deemed **not** be in a position to make a safe pass.

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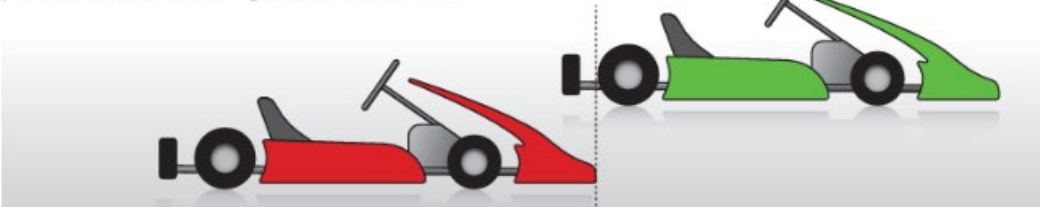
Overlap and passing.

**Not an Overlap**



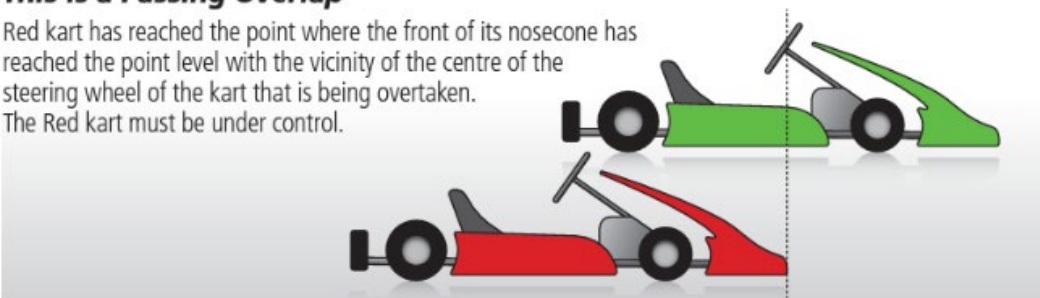
**This is an Overlap**

Red kart has reached the point where its nosecone is alongside or further forward than the rear wheel protection or the back edge of the rear wheels.



**This is a Passing Overlap**

Red kart has reached the point where the front of its nosecone has reached the point level with the vicinity of the centre of the steering wheel of the kart that is being overtaken. The Red kart must be under control.



(Australian Karting Association Ltd., 2022).

## 7 References

Australian Karting Association Ltd [Karting Australia]. (2022). Chapter 3: Code of driving conduct on karting circuits. *Australian karting manual national competition rules (55<sup>th</sup> ed.)*.

Australian Karting Association Ltd [Karting Australia]. (2022). Chapter 7: Apparel. *Australian karting manual national competition rules (55<sup>th</sup> ed.)*.

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