CACC Karting Regulations

Book 1

Sporting Regulations

To be read and applied in conjunction with:
CACC Karting Regulations Book 2, Technical Regulations

Effective January 1, 2017

ASN CANADA FIA IS THE GOVERNING BODY OF MOTORSPORT IN CANADA

APPOINTED BY

THE FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE

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CACC Karting Regulations

These regulations govern all Regional Kart Competitions sanctioned by CACC

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All enquiries regarding these Regulations should be addressed to the CACC office.

Kart racing is a dangerous sport.

These regulations are intended to assist in the conduct of competitions and to further general safety. They are a guide, and in no way a guarantee against injury or death to participants, spectators or others.

No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication of or compliance with these Regulations.

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Except in extraordinary circumstances, ASN Canada FIA does not interfere with the governing of kart racing matters organized by its affiliated Organizations.

DEFINITIONS TO BE USED - The following definitions are for use with these Regulations:

ASN: means L'AUTORITÉ SPORTIVE NATIONALE DU CANADA DE LA FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE INC., referred to herein as "ASN Canada FIA" or "ASN"

FIA: means the Fédération Internationale de l'Automobile.

CACC: means the Confederation of Autosport Car Clubs (hereinafter referred to as CACC)

CIK-FIA: means the Commission International de Karting of the FIA

Class: means group of vehicles determined by their engine cylinder cubic capacity or by other distinguishing criteria.

Kart: means a land single seater vehicle without a roof or a cockpit, without suspension and with or without body work, with 4 non-aligned wheels that are in contact with the ground, the 2 front ones which control the direction, and the other 2 rear ones, connected by a one piece axle, transmit the power. The main parts are the chassis (including the bodywork), the tires and the engine.

Four Cycle Engine: means a reciprocating internal combustion engine with 4 cycles (2 revolutions) producing power.

Two Cycle Engine: means a reciprocating internal combustion engine with 2 cycles (1 revolution) producing power.

Competition: means a contest in which karts take part.

Entrant/Driver: means a person driving a kart in any competition and holding a Driver licence issued by ASN or its affiliated Organizations.

Entrant: means any person or body entered for a competition who may be required to hold an Entrants licence issued by ASN or its affiliated Organizations.

Participant: means any person or body involved at an event as an official, entrant, driver, crew or worker.

Karting Event: means a program of competitions at a racetrack.

ASN Events: means events, including any Series events held in more than one Province of Canada (including Canadian events in the USA and USA events in Canada).

Supplementary Regulations: means Regulations presented by the Organizer of an event.

Racetrack: means the entire property upon which a marked racetrack is situated.

Marked Racetrack: means that portion of a racetrack that is used by karts for racing, and includes the paved surface, any curbing that exists, and the pit lane. On some tracks the primary racing surface is indicated by painted lines.

Maximum: means greatest dimension of a variable quantity; top limit.

Minimum: means smallest dimension of a variable quantity; lowest limit.

Promoter: means any person or body (other than an Organizer) proposing to hold, or holding a series, event or competition.

Starting Line: means the control line on a marked racetrack and represents the point at which a race first commences. This line may also be the finishing line. The timing control line may be an unmarked different line.

Finishing Line: means the last control line on a marked racetrack and where a race is deemed to finish. The finish line may also be the starting line. The timing control line may be an unmarked different line.

Force Majeure: means a situation whereby it is unreasonable to start or continue a competition, or to fully apply a Regulation.

Parental Consent: Means the form used by parents/legal guardians to permit under age drivers to participate.

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1. GENERAL PRESCRIPTIONS

1.1. Sanctioning Authority

Confederation of Autosport Car Clubs (referred to as CACC hereafter) has drawn up these Regulations referred to herein as "these Regulations".

CACC is the sole regulatory authority and shall render all decisions concerning these Regulations; determine eligibility for participation in competitions; appoint Officials; issue and withdraw licences; apply penalties for violation of these Regulations; do any and all things deemed in its judgement to be in the best interests of the conduct of Karting sport.

Sanction for the establishment of a Canadian Competition or Canadian Series and individual events forming a National Series is granted only by ASN.

1.2. Sanction for a Competition or Series

To receive sanction to promote/organize an CACC Competition or a Series, a promoter/organizer must make a detailed written application to CACC documenting all of the administrative, technical and financial particulars of the proposed Competition, including race track technical and safety details, and be able to demonstrate overall financial responsibility, and set forth any proposed special requirements for the eligibility and conduct of the entrant, driver or kart, and be prepared to enter into formal agreement with CACC.

CACC reserves the right to refuse sanction of a proposed Competition or Series without stating the reason.

1.3. CACC Competition Regulations

The headings used in these Regulations are not to be read into the Regulations and are solely for convenience of use.

The CACC reserves the right to alter these Regulations at any time.

CACC Bulletins become part of these Regulations.

Each Club or Series should draft their own Club Regulations and/or Event Supplementary Regulations. Such Regulations should not conflict with these Regulations without prior approval by CACC.

These Regulations have been prepared in English only.

1.4. Knowledge of These Regulations

Every person, body, group of persons, etc., promoting, organizing or participating in a competition or event, by and upon applying for an agreement, sanction or permit or licence of any kind from the ASN shall by doing so be deemed to and recognize that:

They have acquainted themselves with these Regulations.

They have submitted themselves without reservation to the consequences resulting from the application of these Regulations.

Have renounced, under pain of disqualification, the right to have recourse to any arbitrator or judicial tribunal not provided for in these Regulations.

Have agreed to exonerate and keep indemnified all bodies; sponsors and their agents, racetrack owners, race organizers and their officials and agents, ASN Canada FIA and its directors, officers, officials and its subsidiaries, agents and associate members, from and against all liability whatsoever to any such person or body or group of persons respectively in respect of, or in connection with any meeting, competition, or event held under these Regulations, from whatever cause arising or alleged to arise and notwithstanding that the same may have been contributed to, or occasioned by, the negligence of the said bodies, their agents, officials, servants, or representatives.

In the case of entrants and drivers in events, have agreed in the circumstances (as set out in the preceding paragraph) to exonerate and keep indemnified all and any other competitors, their servants and agents, from and against any liability whatsoever, including direct liability, to such entrants or drivers in connection with the driving of karts or any other act, omission, or occurrence during the course of a competition or official practice.

Have agreed as set out in this Regulation with each and all the persons and bodies referred to in these Regulations and so that each and any of those persons or bodies shall be entitled to the benefit of such agreements.

1.5. Acknowledgment of These Regulations

Every driver, entrant, official, promoter, organizer or other participant in a CACC-sanctioned event, and every person who is issued a CACC Kart licence agrees, without reservation, to conduct themselves in accordance with these Regulations.

In case of a disagreement or dispute regarding the meaning or application of these Regulations, the interpretation and application by CACC officials present at an event shall prevail.

In order to promote the sport of kart racing and to achieve prompt finality in competition results, all CACC members and licence holders expressly agree that decisions by CACC officials as to the applicability and interpretation of these Regulations are not subject to litigation.

CACC members and licence holders covenant that they will not initiate or maintain litigation of any kind against CACC or anyone acting on behalf of CACC, with the intention of reversing, modifying or obtaining relief from such decisions.

If a member or licence holder initiates or maintains litigation in violation of this covenant, the member or licence holder agrees to reimburse CACC for all the costs of such litigation, including attorney's fees.

1.6. Precedence of Regulations

The precedence of Regulations shall be as follows (in order of precedence);

1. These Regulations.
2. CACC Bulletins.
3. Club or Series Regulations.
4. Club or Series Bulletins.
5. Event Supplementary Regulations.
6. Event Bulletins.
7. Instructions from approved Officials.

1.7. CACC Bulletins

CACC Sporting and Technical Bulletins become effective on the date published. Bulletins published on the CACC website (www.caccautosport.org) are deemed to be the official notification to all affiliated organizations, Clubs and participants.

1.8. Calendar of Competitions

The CACC shall publish an annual calendar of selected competitions.

1.9. Publications

Publications made by promoters, sponsors, and organizers, in connection with or resulting from CACC affiliated competitions shall be produced in accordance with the law, be in good taste, and shall not be misleading or untruthful.

Publications under these Regulations means; radio and television productions and promotional videos, printed advertisements, brochures, web sites, booklets, forms, signs, displays or any similar communication document.

Publications shall include the logo of CACC.

1.10. Television Images

ASN Canada FIA is the holder of all rights to the use of television images at all National events and Series and designated Regional Series.

Promoters and organizers shall co-operate in making available to the CACC any photographs, film or videotapes, digital video and digital still images of a competition for sporting administration purposes by the CACC.

2. PARTICIPANT ELIGIBILITY

Event Organizer: Application for a permit to organize competitions that are affiliated with CACC is restricted to parties approved by the CACC.

Entrants: An entrant in an individual competition who is not the nominated driver who may be required to hold a valid Entrant's Licence granted by the CACC or ASN affiliated karting organization.

Competition Drivers: Participation in an event by a driver is restricted to drivers who are members of CACC or an ASN affiliated karting organization.

3. ENTRANTS LICENCES AND MECHANICS CREDENTIALS

Entrants Licence: An Entrants Licence is a privilege and not a right. An Entrants licence is granted by the ASN or CACC as the affiliated karting organization and may be withdrawn at any time.
Entrants in a CACC Regional Competition may be required to hold a valid CACC Entrants licence.

Mechanics Credential: A Mechanics Credential is a privilege and not a right. A Mechanics Credential is granted by the ASN or CACC as the affiliated karting organization and may be withdrawn at any time.
Mechanics or Crew Members in CACC Regional Competition may be required to hold a valid CACC Mechanics Credential.

4. DRIVER'S COMPETITION LICENCE

4.1. ASN NATIONAL LICENCE CATEGORIES (This section for information only)

National A	Driver-Kart	Required for Senior classes including Formula Senior (KZ2) The applicant must have competed in a minimum of 6 club or regional races with a Regional or Club B or B+ licence or a Regional C+ licence within the previous 24 months to obtain a National A licence. Minimum Age restriction: 15th birthday during the current calendar year.
National B+	Driver-Kart	Required for Senior classes including Rotax DD2, Rotax DD2 Masters The applicant must have competed in a minimum of 6 club or regional races with a Regional or Club B or B+ licence or a Regional or Club C+ licence within the previous 12 months to obtain a National B+ licence. Minimum Age restriction: 15th birthday during the current calendar year.
National B	Driver-Kart	Required for Senior classes including Rotax MAX, Briggs & Stratton LO206 Senior, Briggs & Stratton LO206 Masters The applicant must have competed in a minimum of 6 club or regional races within the previous 12 months to obtain a National B licence. Minimum Age restriction: 15th birthday during the current calendar year. Minimum Age restriction Rotax Masters: 32nd birthday during the current calendar year.
National C+	Driver-Kart	Required for Junior classes including Rotax Junior MAX The applicant must have competed in a minimum of 6 club or regional races within the previous 12 months with a Regional or Club C or C+ licence to obtain a National C+ licence. Age restriction: 13th birthday during the current calendar year, 17th birthday after December 31st of the current calendar year. Refer to 4.7.a) for additional information.
National C	Driver-Kart	Required for Junior classes including Rotax Mini MAX, Briggs & Stratton LO206 Junior The applicant must have competed in a minimum of 6 club or regional races within the past 12 months with a Regional or Club C or D or E licence to obtain a National C licence. Age restriction: 9 years-17th birthday after December 31st of the current calendar year. Age restriction Rotax Mini MAX: 10-13 years. Refer to 4.7.a) for additional information.
National D	Driver-Kart	Required for Junior Restricted classes The applicant must have competed in a minimum of 6 club races within the past 12 months with a Regional or Club D or E licence to obtain a National D licence. Age restriction: 9 years-17th birthday after December 31st of the current calendar year. Refer to 4.7.a) for additional information.
National E	Driver-Kart	Required for Novice and Cadet classes including Rotax Micro MAX, Briggs & Stratton LO206 Novice The applicant must have competed in a minimum of 6 club races within the past 12 months with a Regional or Club E licence to obtain a National E licence. Age restriction: 8-11 years.

ASN affiliated Clubs or Organizations not within a Region or not associated with an ASN affiliated Regional Karting Organization may allow or require Drivers to acquire a National licence in lieu of a Regional licence for participation in Regional Events or Series.

4.2. CACC REGIONAL LICENCE CATEGORIES

Senior (S)	Driver-Kart	Required for all 2 stroke and 4 stroke Senior classes including Rotax DD2, Rotax DD2 Masters. The applicant must have competed in a minimum of 3 club races within the past 12 months with a Novice Senior (NS) License and successfully passed the CACC Licensing test.
Novice Senior (NS)	Driver-Kart	Required for all 2 stroke and 4 stroke Senior classes including Rotax MAX, TAG Senior, Masters, Briggs & Stratton LO206 Senior, Briggs & Stratton LO206 Masters. Licence holder will have 3 or less race events of experience. License holder must mark an "X" on the number panel at the rear of the kart and on the rear of the helmet and start at the back of the grid. After 3 race events license holder can apply for an unrestricted Senior (S) License. Minimum Age restriction: 15th birthday during the current calendar year. . Age restriction all Masters classes: 32nd birthday during the current calendar year.
Junior (J)	Driver-Kart	Required for all Junior classes including TAG 60, Rotax Mini MAX, Briggs & Stratton LO206 Junior. The applicant must have competed in a minimum of 3 club races within the past 12 months with a Novice Junior (NJ) License and successfully passed the Licensing test. Age restriction: 9 years-17th birthday after December 31st of the current calendar year. Briggs & Stratton LO206 Junior 2: 12 years-17th birthday after December 31st of the current calendar year. Age restriction Rotax Mini MAX, Briggs & Stratton LO206 Junior 1 : 10-13 years.
Novice Junior (NJ)	Driver-Kart	Required for all Junior classes 2 and 4 stroke. License holder will have 3 or less race events of experience. License holder must mark an "X" on the number panel at the rear of the kart and on the rear of the helmet and start at the back of the grid. After 3 race events license holder can apply for an unrestricted Junior (J) license. Age restriction: 12 years-17th birthday after December 31st of the current calendar year. Age restriction Rotax Mini MAX: 10-13 years.
Cadet (C)	Driver-Kart	Required for all 2 stroke and 4 stroke Cadet classes, including Rotax Micro MAX and Briggs & Stratton LO206. \ The applicant must have competed in a minimum of 3 club races within the past 12 months with a Novice Cadet (NC) License and successfully passed the Licensing test. Age restriction: 8-11 years.
Novice Cadet (NC)	Driver-Kart	Required for all 2 stroke and 4 stroke Cadet classes, including Rotax Micro MAX and Briggs & Stratton LO206. Licence holder will have 3 or less race events of experience. License holder must mark an "X" on the number panel at the rear of the kart and on the rear of the helmet and start at the back of the grid. After 3 race events license holder can apply for an unrestricted Cadet (C) Licence. Age restriction: 8-11 years.

4.3. CLUB LICENCE CATEGORIES

"Club" Licences are no longer in use. All sanctioned races require a driver to possess a CACC licence.

4.4. Driver Competition Licence

The holding of a Kart Driver Competition Licence is a privilege and not a right. It is a privilege granted to an individual by the ASN or CACC as the ASN affiliated karting organization. A driver's competition licence may be withdrawn or suspended at any time.

Club Membership Is Required: It is a requirement that each CACC licenced driver be a member in good standing of a CACC affiliated karting club in order to compete in CACC sanctioned events.

To qualify for an ASN National or International Licence a driver must be a member in good standing of an ASN affiliated karting club.

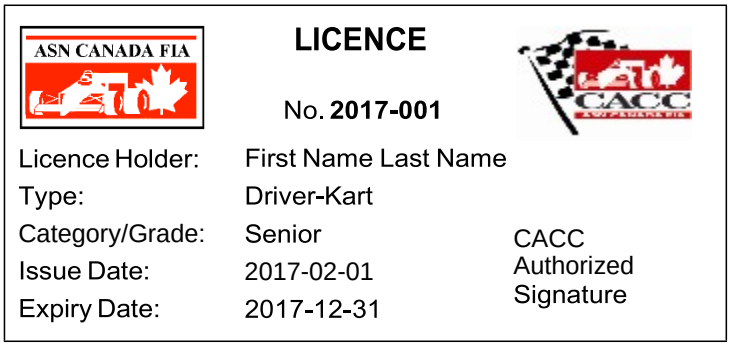
Driver Licencing and Reciprocity: ASN affiliated regions will accept Regional Licences from other ASN affiliated regions and ASN National Licences. Regions may not issue Regional Licences to drivers who are not resident in their region if the driver's region of residence is affiliated to ASN.

Members Under The Provincial Age Of Majority: Such members must have completed and submitted a current year Parental (Legal Guardian) Consent Form in order to compete.

Membership Card: It is the responsibility of the driver to present a current Club Membership Card and Competition Licence for the purpose of registering for any event.

Providing Information: Falsification of age, or any information required on the membership application form or licence application, will subject the member to disqualification and/or suspension of membership privileges.

Information on a Driver Competition Licence: Every licence shall display the following information:



4.5. National and International Driver Competition Licences

First time applicants for a National licence must provide proof of current membership in an affiliated Club and proof of Driver Achievement. Drivers from Clubs within a Region with an affiliated Regional Karting Organization must first have held a Regional licence in the current or previous year.

In order to be eligible for an International Licence, an applicant must first have held a valid National licence in the current or previous year.

In order to renew a National or International Driver Competition Licence, the applicant must provide proof of current membership in an affiliated Club and proof of competition activity in the previous year.

4.6. CIK-FIA International Licences

Contact the ASN Canada FIA office for requirements.

4.7. CACC Kart Driver Qualifications

a) **Junior Age:** All Junior drivers must have their 8th birthday during the current calendar year of competition.

All Junior drivers above the age of 8 years must comply with the age restrictions for each class they compete in. All drivers must meet the minimum age requirements. Drivers may exceed the maximum age requirement in a class beyond the date of their birthday until the end of the current calendar year of competition, except as set out below.

All Rotax Junior drivers must have their 17th birthday after December 31st of the current calendar year of competition.

Bona-fide proof of age must be available at all times and is required to be shown to a Race Official if requested.

b) **Senior Age:** All Senior drivers must have their 15th birthday during the current calendar year of competition.

Bona-fide proof of age must be available at all times and is required to be shown to a Race Official if requested.

c) **CIK-FIA:** CIK-FIA age requirements apply to CIK-FIA World Championship and CIK-FIA unrestricted International events only.

d) **Rookie:** A "Rookie" is a driver of any age, having 3 or less race events of experience. Rookies must mark an "X" on the number panel at the rear of the kart and start at the back of the grid. After 3 race events a rookie driver may be granted an unrestricted kart racing licence of the appropriate grade.

e) **Classification & Endorsements:** Each membership application form and membership card issued by the CACC member clubs must include a licence classification. Certain endorsements are mandatory before competing in certain types of events and the member must have the correct endorsements so noted on the membership card prior to competing.

f) **CACC Driver Licencing Derogations:** Exemptions to CACC driver licencing regulations based on driver age or physical condition are prohibited.

4.8. Licence Provisions

Rookie or Novice Driver Written Test: A written test must be taken and marked by the CACC affiliated club before a licence is issued to a Rookie or Novice driver.

Application: Applications for all National and International kart racing licences must be made through ASN. Application forms are available from ASN. Applications for all CACC Regional kart racing licences must be made through CACC. Application forms are available from CACC.

Licence Reviews: A licence review or upgrade denied by the ASN Licence Review process will not necessarily restrict that driver from continuing to race, assuming that driver has an existing licence to race in existing categories already qualified for and approved.

Race Achievement Record: All drivers should keep a race achievement record. This record is essential to qualify drivers who wish to race in another category. Such race endorsements are mandatory for licence upgrades.

Drivers from Other ASNs or Non-ASN Affiliated Karting Organizations: It is the driver's responsibility to provide proof of racing experience before being allowed to compete in CACC sanctioned events. Licences, driver log books or driver record cards along with letters outlining a drivers racing experience on official letterhead from another ASN or any non-ASN affiliated racing organization must be presented, reviewed, verified and confirmed before an entry can be accepted or a licence can be issued.

ASN and CIK-FIA procedures may restrict drivers from competing in lesser classes, after they have moved up. The purpose of licensing is to qualify and grade drivers, and to maintain a high standard of competition driving.

4.9. Licence Fees

ASN National or International Kart: Annual fee schedule available from the ASN office or website.

CACC Regional Kart: As determined by the Kart Discipline at the CACC Fall Meeting and displayed on MotorsportReg.com

4.10. Assumed Names

No entrant, driver or crewmember shall enter an event or sign the waiver and release with an assumed or fictitious name unless first authorized in writing by the CACC. The use of an assumed or fictitious name shall not relieve the individual of any obligations, liabilities or penalties under these Regulations or those of a Series or Event.

4.11. Medical Requirements for a Driver Competition Licence

CACC reserves the right to request a medical examination of a driver by a physician at any time. Such requests are at the expense of the driver.

Drivers shall not participate in any competition unless they meet, and continue to meet, the medical requirements of the competition licence.

a) **Applicants up to Age 50:** At the time of application for a competition licence, drivers shall submit a completed and signed Medical Self Declaration. This must be signed by a Parent or Guardian if the applicant is under the age of majority in the province of application. The form is available at www.asncanada.com.

b) **Applicants Age 50 and Older:** All Licence applicants 50 years of age and older are required every two years to pass a medical examination by a physician. The form is available at www.asncanada.com.

c) **Requirements For All Licence Holders:** Any licence holder who suffers injury or illness, at any time, that may impair or prejudice in any way the licence holder's ability to drive a kart in speed events must report such injury or illness immediately to the CACC, and must be re-certified by a medical practitioner as fit for competition before again competing.

   After any accident during competition it is mandatory for any involved driver to report to the event Medical Personnel and to submit to any examination deemed necessary for purposes of determining fitness to resume competition.

   Refusal by a driver to submit to a medical examination will result in exclusion from the competition without recourse to protest or appeal.

   A decision made by Event Medical personnel regarding the fitness of a driver for competition is final and not subject to protest or appeal.

d) **International Licence Applicants:** Applicants for all International grades of Competition Licence are required to pass an annual medical examination. International licence applicants 45 years of age and over must pass a stress-related electrocardiogram test initially and every 2 years thereafter.

4.12. Eyesight Standards Required

Visual acuity (before or after correction, sight for each eye should be at least 20/20). Furthermore, any subject whose visual acuity in one eye only is diminished and cannot be corrected and who necessarily has contralateral vision, whether corrected or not, equal to or greater than 20/20, may obtain a driver's licence under the following conditions and after examination by a competent ophthalmic specialist:

- Field of vision equal to or greater than 120°
- Functional stereoscopic vision
- Condition of the fundus excluding pigmentary retinal damage
- Any old or congenital damage shall be strictly unilateral
- Normal binocular vision
- Normal colour vision (recourse to the Ishihara tables in doubtful cases or error); in any case, no errors in the perception of the colours of the flags used in international competitions
- Normal field of vision
- Normal stereoscopic vision (licence should not be issued to applicants who are blind in one eye).
- The wearing of contact lenses is permitted provided that:
    - These shall have been worn for a period longer than 12 months and for a significant period every day.
    - They are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them (hard contacts are not recommended).

4.13. Illnesses and Disabilities

List of illnesses and disabilities incompatible with the practice of motor sport or requiring a medical assessment by a qualified physician.

a) Incompatible illnesses and disabilities:

- Epilepsy with behavioural effects, or under treatment
- Amputations, except in the case of fingers where the gripping function in both hands is unimpaired
- Orthopedic appliances, if the functional result is not equal or near to normal
- Free movement of the limbs impeded by more than 50%

b) Illnesses or disabilities requiring a medical assessment:

Insulin-dependent diabetes, on condition that a document is provided to ASN Canada FIA signed by a medical doctor specializing in diabetes or internal medicine proving the regular supervision of the party concerned and of their treatments.

Myocardial infarction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions

Functional limitation of the articulations of the hand superior to 50% and affecting two or more fingers of the same hand

Orthopedic appliance allowing the party concerned to recover normal or near normal functional activity

Psychiatric conditions

4.14. Canada - Age of Majority by Province

Province	Age	Province	Age
Alberta	18	Nova Scotia	19
British Columbia	19	Ontario	18
Manitoba	18	Prince Edward Island	18
New Brunswick	19	Quebec	18
Newfoundland	19	Saskatchewan	18

4.15. Validity of Driver Competition Licence

Canadian competitors must hold a licence issued by ASN Canada FIA or CACC as the ASN affiliated karting organization. Another ASN (National Sporting Authority) may issue a licence to a Canadian only after receiving written authorization to do so from ASN.

ASN Canada may not issue International Licences to non-Canadians without first obtaining written authorization to do so from the ASN (National Sporting Authority) of that person's country of citizenship.

A licence granted by ASN or CACC as the ASN affiliated karting organization does not constitute a certificate of competency of the holder.

Licences shall be valid from the date of issue to December 31 of the year issued.

Racing Abroad - Qualified drivers who wish to race outside Canada or the Continental United States, may do so, if they have a Letter of Permission from ASN, or their International Entry Form endorsed by ASN. A Letter of Permission may be obtained by request, from the ASN.

4.16. Presentation of Licence or Membership Card

Entrants, mechanics and drivers must present their licence, credential or membership card to an official when requested.

5. DRIVERS RACING EQUIPMENT

5.1. Use of Driver's Racing Equipment

During all on track sessions drivers must at all times wear the required driver's racing equipment as defined in these regulations.

5.2. Head and Face Protection

A full coverage (full face) helmet with protective visor is required to be worn at all times when on the race track.

5.3. Allowable Helmets (See Helmet Expiry Below)

Snell Foundation Standards:	M2005; SA2005; K2005; M2010; SA2010; K2010; SAH2010; M2015;SA2015 Snell Memorial Foundation www.smf.org/cert
FIA Youth Helmets:	CMS2007; CMR2007 www.smf.org/cert
SFI Foundation Inc.:	SFI 24.1 (Youth Helmet), SFI 31.1A, SFI 31.2A, SFI 41.2A, SFI 31.1/2005, SFI 41.1/2005 www.sfifoundation.com
FIA Standards:	FIA 8860-2004; FIA 8860-2010 www.fia.com

Sample Snell labels found inside helmet:

Sample SFI labels found inside helmet:

Sample FIA Standards label found inside helmet:

5.4. Helmet Expiry

Helmet Type	Model	Expiry Date
Snell Foundation Standards:	SA2005; M2005	December 31, 2018
SFI Standards:	SFI 31.1A; SFI 31.2A	December 31, 2018

5.5. Helmet Usage

Helmets should fit according to the manufacturer's specifications. Helmets must be worn and properly fastened during all track sessions. Damaged helmets may be refused at any time. The helmet visor must be in the down (closed) position any time a kart is in motion.

Modifications: No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA listed standards organizations, which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present article. The addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated or approved for the helmet concerned.

HANS (Head and Neck Restraint System) devices or similar devices are not allowed for kart racing.

Maximum Weight: The weight of helmets may be checked at any time during an event and must not exceed 1800 grams.

Decoration: Paint can react with helmet shell material and affect its protective capacity, therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection moulded shells which are not usually suitable for painting. The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved. The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

Typical Helmet Design:

The proper fit of a helmet is important to the user. Please see 25. Helmet Fitting Recommendation for information on the recommended procedure to select a helmet size.

5.6. Helmet Cushions (Neck Collars)

Use of helmet cushions (neck collars) is optional.

ASN reserves the right to prohibit devices that in its opinion may adversely affect safety.

5.7. Rib Protectors

Rib protector devices, designed for motorsport use, are mandatory in all classes. They must fit properly and remain in place at all times when a driver is on the track.

5.8. Driver's Suit and Apparel

Drivers are required to wear racing suits designed for karting use for all events. CIK-FIA Level 2 homologated racing suits are recommended. Homologated driver's suits remain valid for 5 years after their date of homologation and manufacture. They must cover the whole body, legs and arms included. Abrasion resistant shoes and gloves that completely cover both hands are mandatory. Leather overalls complying with the standards defined by the FIM are authorized.

5.9. Long Hair Protection

If hair extends appreciably from beneath helmet level so as to present a safety concern in the opinion of event race officials, it is mandatory that participants wear a balaclava or head-sock to prevent hair from extending outside the helmet.

5.10. Loose Clothing

No apparel items such as bandanas, sweater hoods, loose belts, etc., are permitted.

5.11. Pre-Race Equipment Inspection

All driver personal safety equipment must be in good condition and may be subject to pre-race inspection prior to any on-track activities at each event and throughout an event.

5.12. Rain Racing Driver Equipment

Competitors may use a spinner type helmet visor device fitted to their helmet and visor. When a spinner is used, provided it is an accessory offered by the specific helmet manufacturer, the driver's face must be fully protected by a full-face shield. Fully protected means that debris from the air cannot enter the helmet.

6. EVENT PARTICIPANTS

6.1. Conduct of Participants

Participants in an CACC sanctioned competition shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in relations with other competitors, officials, sponsors and their products, and in manner that shall not be prejudicial to the reputation of CACC, promoters, sponsors, organizers, or to karting sport in general. Sportsmanship means any person's conduct and behaviour while participating in a sport. Examples are fairness, respect for one's opponent, and graciousness in winning or losing. Failure to do so may result in penalties.

Entrants or drivers are at all times responsible for the conduct of their mechanics, parents/legal guardians or team members. A violation of these Regulations committed by an entrant, driver, mechanic, parent/legal guardian or team member may be directly chargeable to the entrant or driver and result in penalties that may ultimately affect the outcome of a competition.

6.2. Participants Code of Conduct

All event participants including drivers, entrants, mechanics and parents/legal guardians if the driver is under the age of majority in the province of jurisdiction, may be required to sign a Participants Code of Conduct document. Failure to sign or comply with the terms and conditions of the Participants Code of Conduct may result in penalties being applied to the violator, including fines and exclusion from the event. Drivers may be penalized for violations by entrants, mechanics, parents/guardians or team members associated with their entry.

6.3. Alcoholic Beverages

Participants at an event shall not consume alcoholic beverages during the performance of their duties at the racetrack as determined by the event schedule. Any action taken, or penalty applied by a Race Official in this regard is not subject to appeal.

6.4. Narcotics and Drugs

The use of any narcotic or illegal substance, as defined in law, or the improper use of legal substances, by any participant is prohibited. Race Officials may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to appeal. Refusal of testing will result in a penalty being applied.

6.5. Submission to Testing

The CACC reserves the right to require any participant to submit to and complete; breath, blood, urine, or other tests designed to determine the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use of legal substances. The cost of such testing will be borne by the participant. Such action is not subject to appeal.

6.6. Social Media, Blogging and Internet Guidelines for Participants

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 fines, exclusion and suspension.

6.7. Use of Unmanned Aerial Vehicle (UAV) or Drone

Refer to the Transport Canada website regarding the use of UAV (Drone) Unmanned Aerial Vehicles.

http://www.tc.gc.ca/eng/civilaviation/standards/general-recavi-uav-2265.htm?WT.mc_id=1zfhj#safety

The use of an unmanned aerial vehicle (UAV), commonly known as a drone, for any purpose is prohibited at all times.

7. ORGANIZATION OF COMPETITIONS

7.1. Application for an Organizing Permit

To conduct a competition, application must be made to the CACC on Motorsportreg.com 6 weeks prior to the event. Applicants must enclose the appropriate fee. Late applications are subject to penalty.

A competition shall not be held until the CACC has granted an organizing permit and has received payment. The CACC may attach conditions to the granting of a permit, decline to grant a permit, or withdraw a permit without stating any reason.

An application from an organizer which has failed to discharge any requirements or any indebtedness to the CACC or ASN in respect of previous events will not be approved.

7.2. Conditions of Application

An application to organize a competition must include at least the following;

The applicant's name, address and telephone number,
The nature, place and dates of the competition,
The Event Supplementary Regulations,
The entry and waiver forms for the event,
A list of the licenced officials,

A written plan describing;

Equipment at each track signaling post,
Description of the medical staff,
Ambulance provisions,
Driver rescue equipment,
Provisions for pick-up of disabled karts after on-track sessions;
Provisions for spectator first-aid,
Name of the hospital(s) to be used and the route to the hospital.

7.3. Medical Services

At an event, an organizer shall have the following minimum requirements in effect at all times a track session is in progress. Activities shall be halted by the Steward(s) unless the minimums are met and maintained.

During all race events, a minimum of one response vehicle with qualified attendants shall be in place prior to official practice. In the event that the response vehicle is called to respond to a race event emergency, the race event will suspended until the situation is resolved. The vehicle and medical emergency response team used should be licenced by the province in which the competition is being held.

A written summary of emergency procedures should be made and kept on file by the organizing Club. These procedures will include, but not be limited to, information detailing the closest open emergency hospital facilities during the event.

7.4. Racetrack Approval

An organizing permit shall be issued only when the racetrack to be used has been approved by the CACC or holds a Racetrack Licence issued by the ASN or the CIK-FIA, or in cases of competitions held outside Canada, a racetrack approval issued by that country's ASN (National Sporting Authority), or its designate.

7.5. Insurance Requirement

Current insurance information is available at www.asncanada.com.

Club General Liability Insurance: ASN requires that all affiliated kart clubs be insured for General Liability to cover the club meetings, banquets, any and all club non-racing activity and kart racing events with or without spectators.

Speed or Event Insurance: This Insurance is mandatory for race events.

ASN Canada FIA Master Insurance Plan: Insurance coverage is arranged through ASN, through the ASN Master Insurance Plan. Details are available from the ASN office and on the ASN website.

Temporary Circuits: Applications for insurance coverage for events held on temporary circuits must be received by the ASN at least 60 days prior to the event.

7.6. Reporting Of Injuries

Event organizers/clubs are to submit incident reports and signed waivers of injured parties to the CACC and ASN offices within 48 hours of the completion of the event of any injuries sustained by anyone at an event when insurance is in effect.

7.7. Postponement/Cancellation

Once an organizing permit has been issued, a competition shall not be postponed, abandoned or cancelled prior to its scheduled start unless the CACC so orders for reasons of safety or Force Majeure.

7.8. Credentials for CACC Officials

Organizers, as a condition of the granting of a CACC Organizing Permit, shall recognize CACC officials and their assistants, vehicles and equipment, competition observers, and provide credentials and passes necessary to perform their functions free of charge.

7.9. Notice on Official Documents

All Supplementary Regulations, programs, entry forms and results relating to any CACC competition shall bear in a conspicuous manner the logo of CACC as well as the announcement "Sanctioned by CACC and affiliated to the ASN Canada FIA."

7.10. Organization of Events and Series

Events and Series are organized as follows:

Club: Test and Tune **-** By the CACC affiliated club. Club membership required as a minimum.

Regional: By the CACC Regional Karting Organization or by an affiliated Club or Organization with CACC approval. Regional licence required as a minimum.

By ASN Canada FIA: National licence required.

8. ASN CANADA FIA NATIONAL CLASSES

Class	Minimum National Licence Grade	Age	Weight kg (lbs)*	Technical Regulations
Briggs & Stratton LO206 Novice	E	8 to 11 years	107 (235)	Briggs & Stratton LO206 Rules
Briggs & Stratton LO206 Junior	C	9 years to 17th birthday after December 31st of the current calendar year	136 (300)	Briggs & Stratton LO206 Rules
Briggs & Stratton LO206 Senior	B	15th birthday during the current calendar year	154 (340)	Briggs & Stratton LO206 Rules
Briggs & Stratton LO206 Masters	B	15th birthday during the current calendar year	170 (375)	Briggs & Stratton LO206 Rules
Rotax Junior MAX	C+	13th birthday during the current calendar year, 17th birthday after December 31st of the current calendar year	145 (320)	RMC Rules
Rotax MAX	B	15th birthday during the current calendar year	165 (364)	RMC Rules
Rotax DD2	B+	15th birthday during the current calendar year	173 (381)	RMC Rules
Rotax DD2 Masters	B+	32nd birthday during the current calendar year	180 (397)	RMC Rules
Rotax Micro MAX	E	8 to 11 years	106.5 (235)	RMC Rules
Rotax Mini MAX	C	10 to 13 years	131.5 (290)	RMC Rules

*Weights to be measured at an event in either kg or lbs, not both.

9. ENTERING EVENTS

9.1. Event Entry

At an event, drivers may not use the track unless they are officially entered for the event in the required class. Substitute or “test” drivers are prohibited. There may be only one entry per class per driver in any event. Pre-entered or entered drivers must attend the driver’s briefings and participate in a t least one official practice or qualifying session for the class entered in order to race. Pre-entries may be required for optional classes.

9.2. Insurance Waivers

All individuals entering the Restricted Area of an event site must sign and execute all insurance-related documents prescribed for that event. Failure to do so will subject the individual to exclusion from the event. Restricted areas include the racetrack surface and verges, the Pit Lane, Pre-Grid, Grid and the Parc Fermé areas.

9.3. Entry Fees

Failure to pay registration, entry and/or pit fees, including may expose individuals to exclusion from the event.

9.4. Returned Cheques and/or Dishonoured Credit Card Payments

If a cheque or credit card is presented by a person for payment of entry and/or other event fees and is not honoured by the bank or credit card issuer or payment is subsequently withheld for any reason, a penalty of $50.00 will be applied. Competition privileges will be suspended until payment of the amount owing and the penalty is made.

9.5. Competitor Entry Form

Entry Forms shall contain the following:

Space for the full names and addresses of the driver, full name of Grid Mechanic, full names and addresses of the next of kin, with phone numbers, to be notified in case of emergency,

Space for the signature of the driver,

The following statement; “By signing this form, the Driver has agreed that they have read, accepted and understood the CACC Karting Regulations and applicable Club, Series and Event Supplementary Regulations”,

The following statement; "If a driver is under the legal age of majority, this form must be countersigned by the appropriate parent or legal guardian",

Indemnity and/or declaration as prescribed in the Required Indemnification regulation and signed by a person under the age of majority shall be countersigned by that person's parent or legal guardian whose full name and address must also be given. Space shall be provided for this purpose.

9.6. Required Indemnification

It is a condition of any insurance policy, including the ASN policy, that waivers in the form specified by the ASN be signed by all persons who participate in an event or who are permitted to enter areas normally closed to the public and/or paying spectators.

Only printed waiver forms from the ASN are permitted. Photocopies are not acceptable. The signed waiver forms must be kept in safe storage by the organizer for a period of not less than 3 years and shall be made available to ASN on request. Signed waiver forms may be stored in digital PDF format.

9.7. Falsification of Entry

An entry containing a false or incorrect statement shall be null and void and the entrant may be deemed in breach of these Regulations and the entry fee shall be forfeited.

9.8. Status of an Accepted Entry

An entry made and accepted in compliance with these Regulations and any relevant Series or Event Supplementary Regulations is a contract between a competitor and the organizers by which the competitor agrees to take part in the competition entered, unless prevented from doing so by Force Majeure.

9.9. Withdrawal of Entry or Pre-Entry

Except where Club or Series Regulations provide otherwise, an entry or pre-entry may be withdrawn without penalty if a notice of withdrawal is received in writing by the organizer (including by courier, letter or fax) not less than 24 hours prior to the entry deadline date in the Series or Event Supplementary Regulations. In such cases the organizer shall return the entire entry fee.

A driver accepted to take part in a competition and who withdraws other than in the above manner or who does not take part in the competition shall forfeit all entry fees.

9.10. Identity of an Entry

The licencee driver is the entry. Kart frames and engines can be changed within the limits of the Technical Regulations.

9.11. Late Entries

Entries for an event shall not be accepted after the close of registration as listed on the Official Schedule. A late entry can only be accepted by special permission of the Steward(s). A late registration fee of $25.00 will be applied if a late entry is accepted. If the late entry has missed or is late for the Driver's Briefing an additional fine of $10.00 will be issued. A late entry can be refused for any reason. Refusal to accept a late entry is not subject to protest or appeal.

10. EVENT REGULATIONS

10.1. Contents of Supplementary Regulations

Each Club or Series shall draft their own Club Regulations and/or Event Supplementary Regulations. Such Regulations shall not conflict with these Regulations without prior approval by CACC.

Event Supplementary Regulations, once reviewed, cannot be changed prior to the start of an event. Changes after the start of an event can only be made with the approval of the Steward(s).

The Event Supplementary Regulations shall contain at least the following:

THE EVENT: The name, place and dates of the proposed competition(s).

A full description of the proposed competition.

A statement that the event is sanctioned by CACC and affiliated with the ASN Canada FIA and must include the CACC logo.

EVENT ORGANIZER: The name, address and phone number of the promoters and/or organizers.

THE RACE TRACK: The length, number of corners and direction of the course.

EVENT OFFICIALS: The positions and names of the Event Officials.

REGULATIONS: Regulations in force and Precedence of Regulations.

ELIGIBLE ENTRIES AND LICENCE REQUIREMENTS: Driver eligibility and licence requirements.

CLASSES: A listing of all categories of karts stating any supplementary technical regulations and driver entry or licence requirements.

CHAMPIONSHIP POINTS AND AWARDS: The method of distribution for championship points and event awards.

ENTRY FEES: The dates of opening and closing of entries and how and where they shall be made, and the penalty for a late entry if applicable and the conditions under which entries may be refused. The amount of the entry fee, the passes provided and the cost of additional passes to the entrants.

REGISTRATION: The times and dates fixed for personnel registration at the track.

TECHNICAL INSPECTION: The method of Technical Inspection being used.

QUALIFYING PROCEDURES: The method of timing and scoring and how the starting grid is determined.

OFFICIAL NOTICE BOARD: The location of the Official Notice Board.

DESIGNATED FUEL STATION: The location of the fuel station and what type or grade of fuel is required for each class.

REGULATIONS THAT MUST BE SPECIFIED IN THE SUPPLEMENTARY REGULATIONS TO APPLY: Which Start signal will be used (Green Flag displayed or Red Lights turned off, if the Blue with Red "X" overlap flag is to be used, if a Hot Pit is to be used, if repairs are allowed on the course by the driver alone during a practice, qualifying session or race and the quantity of karts that must proceed to Parc Fermé at the end of a race.

OFFICIAL SCHEDULE: The dates and times of the schedule of activities, including Registration, Technical Inspection, the Driver's Briefing(s), Practice, Qualifying and Racing.

Any other regulations not in the CACC Karting Regulations, CACC Bulletins, Club or Series Regulations that will be in force at the event.

A Supplementary Regulation template document is available from the CACC office.

10.2. Unauthorized Practice

During a competition the Organizer shall not permit any entered driver or kart, nor shall the driver or kart participate in, the use of a marked racetrack at any time other than during the scheduled track sessions for the competition entered. The only exception shall be for specific safety reasons and only with the approval of Race Officials.

10.3. Number of Karts on the Race Track

The Supplementary Regulations shall determine the maximum number of karts permitted to be simultaneously on the racetrack during track sessions.

The total number of karts on the track for practice, qualifying or racing is 34 for tracks under 1,200 meters in length, 60 for tracks over 1,200 meters in length.

Karts may be split into groups of approximately equal size for practice, qualifying or racing as specified in the Supplementary Regulations or at the discretion of the Steward(s) and/or the Clerk of the Course/Race Director.

10.4. Competitor Information

Series Organizers may provide a list of drivers and karts listing the driver's full names, residences, names of primary sponsors, kart types, and the racing numbers of competing vehicles.

10.5. Combining Classes

The Steward(s) and/or Clerk of the Course/Race Director may combine entrants into groups according to driver experience, lap times or other factors. Race officials may conduct events restricting certain races to certain classification of drivers or total number of entries.

10.6. Starter's Equipment

The starter shall be located at trackside behind a protective barrier.

The following equipment must be available to the Starter for competitions;

Direct voice communications with the Clerk of the Course/Race Director and Corner Marshals,

A complete set of signaling flags according to these Regulations,

A large flip-type signaling board to display 3-digit kart numbers concurrently with specific flag signals,

If required, a set of starting lights for standing start races installed according to these Regulations,

A set of white information boards 2 ft. X 3 ft. with the following wording in large black letters;

"5 MINUTES"	"WET RACE"
"3 MINUTES"	"RACE RESTART"
"1 MINUTE"	"LAST LAP"
"DRY RACE"	"CLEAR THE GRID"

10.7. Flags and Signals

Only the flags specified in these Regulations are to be used during competitions. Any other flag signals that may customarily be used locally are not to be used during CACC competitions.

The Starter shall display to the race leader a "Last Lap" board indicating the driver has started the last lap and it shall be displayed to each successive kart during that lap.

10.8. Timing, Scoring, Results

For all races, the timing and scoring shall commence at the end of the second warm-up lap even if the START signal has not been given by the Starter.

The Organizer shall be responsible for the accurate timing and scoring of the event and the timely publishing of such data. As a minimum the Organizer shall provide to the Race Officials the following information:

When a timing system is used, a time for every kart, timed to an accuracy of one thousandth of a second, during each qualifying session, published within 30 minutes of the end of each session. Race results for all races within 30 minutes of the end of a race.

In the event of failure of a timing mechanism a manual backup scoring or timing system should be used. If the timing and scoring systems fails during a qualifying or race session and there is no backup system the session must be Red Flagged.

Results for each class time trial, heat, pre-final or final must be checked, signed and time/dated by the Chief Scorer, then checked and signed by the Steward(s) prior to posting on the Official Notice Board. All penalties must be included and noted on the official results by the Steward(s). Results will not become official or final until approved and signed by the Steward(s).

10.9. Race Length

The recommended length of races for Regional or National events is indicated below. Cadet or Junior races to be run over a shorter distance when drivers are primarily age 11 or younger.

Qualifying Heats (if held)	From 8 to 15 km	Approximately 10 minutes
Pre-Final Race	From 10 to 20 km	Approximately 15 minutes
Final Race	From 20 to 30 km	Approximately 20 minutes

The scheduled race length may only be altered by the Steward(s).

10.10. Race Winner

The display of the CHECKERED flag means the race is finished.

The winner shall be the competitor that covers the scheduled distance of a race in the least time, or the greatest distance within a scheduled time for a race, and at that point receives the CHECKERED flag.

The CHECKERED flag normally shall be displayed first to the winner completing the scheduled distance or time of the race, and then to the other finishers as they cross the finish line.

Should the CHECKERED flag be displayed before the scheduled distance or time has been completed, the official number of laps or time shall be as at the time the CHECKERED flag is first displayed.

Should the CHECKERED flag be displayed after the scheduled distance or time has been completed, the race will deemed to have finished when, under normal circumstances, the end of the race would have occurred.

10.11. Dead Heats

In the case of two or more karts crossing the finish line at the same time with no perceptible portion of one kart ahead of the others, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.

When utilizing a transponder timing system, and two Karts have their transponders record the exact same time at the finish of the race, a dead heat shall be declared and the competitors shall share equally the higher finishing position concerned.

The official finishing position of the competitors in a dead heat shall be listed as being the same in the results, and the next position shall not be awarded. The Championship points for each of the competitors involved in a dead heat shall be the average of the points involved.

10.12. Overall Race Finishers

In order to be classified a race finisher, a kart must have completed a minimum of one/half of the total number of laps completed by the winner of the race. Only those laps completed at the time of receiving the CHECKERED flag or the end of the race will be counted.

Finishing positions shall be determined according to the number of laps completed regardless of whether or not a kart is running at the display of the CHECKERED flag.

Karts completing the same number of laps shall be ranked according to the time taken to complete those laps. Karts running on the track at the time the CHECKERED flag is first displayed must pass the CHECKERED flag under their own power after display of the CHECKERED flag in order to be credited with the lap.

Karts that receive the START Signal and fail to complete the first lap of the race and any laps thereafter, shall be classified as failing to have finished the race with a designation of "DNF" in the official results.

Drivers having received a CHECKERED flag must slow down and exit the track to the pits and not again pass the finish line, unless directed to do so by the race officials. Unauthorized passing of the finish line will result in at least a penalty of $20.00 that is not subject to protest or appeal.

Drivers will be scored in the following order:

Race Finishers

Drivers classified as DNF (Did Not Finish)

Drivers classified as DNS (Did Not Start)

Exclusions. Drivers who are excluded will be scored with 0 points.

10.13. Crossing the Start/Finish Line

A kart crosses the finish line when any portion of the kart first intercepts the vertical plane of the finish line. Pushing a kart along the track to cross the finish line is prohibited, and will entail immediate exclusion.

10.14. Weighing Scales

The Organizer shall provide, on a level pad, certified scales, with a certified test weight, able to weigh one kart at a sitting. Such scales shall be the official event scales and the only scales that shall be used, and shall be ready for use at an area set aside for Technical Inspection, at the commencement of the scheduled Technical Inspection period and shall remain available during the entire schedule of an event.

The only kart weights allowed to be used for official purposes shall be those recorded by the Scale Officials.

The weigh scale will be closed to all competitors once qualifying sessions or racing starts except for official checking as part of the Technical Inspection procedure.

The weigh scale official should record in a Scale Log the weights of all competitors that were required to pass over the scale after a qualifying session, heat or race.

The weigh scale official shall record the weight of any competitor in the Scale Log that does not conform to the regulations. The Technical Delegate must be informed immediately. The Technical Delegate to inform the Steward(s) and/or the Clerk of the Course/Race Director so a penalty can be issued. Timing and Scoring and the Race Control Recorder to be informed when the penalty is issued.

If a kart is unable to reach the weighing area by its own means it will be placed under exclusive control of race officials who will supervise it's transportation to the weighing area. The driver shall report directly to the weighing area and remain with the kart.

If a kart does not meet the minimum weight on its first attempt it will be removed from the scale and placed to the side. A Steward and the Technical Delegate must immediately be called to the scale a r e a . The mechanic of the driver in question must immediately move 3 meters away from the driver and kart. The driver must remain with the kart under supervision of an official. The kart and driver will be placed back on the scale for one attempt to re-weigh. The driver must sit in the kart. If the kart does not meet the minimum weight the driver will be excluded. No additional attempts to weigh are allowed.

The penalty for a weigh scale violation is exclusion from the qualifying session, heat or race.

10.15. Noise Level of Karts

All karts in all classes must conform to CACC noise regulation: 95 dB/A during all practice, qualifying and racing sessions. Noise tests may be conducted. Actual noise test results are not required to remove a kart from the track in the case of exhaust system failure or by the judgment of race officials. Additional noise restrictions may be employed to meet community requirements where necessary.

11. CONDUCT OF RACE EVENTS

11.1. Practice/Testing Before an Event

If a driver does not participate in at least one official practice or qualifying session for an event, the Steward(s) and/or Clerk of the Course/Race Director may elect to start the driver at rear of grid or prevent the driver from competing.

11.2. Instructions to Competitors – Driver's Briefing

At all race events it is mandatory to conduct a Driver's Briefing. It is mandatory for all drivers (and parents/guardians where applicable) to attend.

Failure for a driver to attend a mandatory Driver's Briefing will waive the competitor's right of protest for that event. Roll call may be taken and monetary fines may be issued. The fine for arriving late or missing a Driver's Briefing is $10.00.

Special conditions and/or regulations for the event may be established by the Clerk of the Course/Race Director or the Steward(s) at the time.

Driver's Briefing to be held before any on track activity. During multiple day events, a meeting to be held each day of the event.

11.3. Qualifying for a Race

a) **Driver of Record:** To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least one racing lap of an event. There are no driver substitutions or relief drivers allowed

b) **Time Trials and Race Scoring:** All CACC events will be timed using a transponder system. In case of discrepancy, the manual back-up system will be used. In the event of transponder system failure manual back up will be used.

c) **Transponders:** All karts must provide for the installation of the official transponder at an event where transponders are used. The transponder must be fitted in accordance with the CACC Technical Regulations.

d) **Transponder Responsibility:** Drivers are responsible to install a timing transponder on their kart prior to each practice, qualifying session, heat or final race as specified in the Supplementary Regulations.

   It is recommended that drivers purchase their own transponders.

e) **Qualifying Procedures:** Karts will qualify with the method specified in the Supplementary Regulations or by the Steward(s). Race conditions apply. Penalty for disobeying instructions from an official, being late to the Pre-Grid or Grid, not being in the correct order, tire scrubbing or an incident may include loss of fastest time, second fastest time and third fastest time. A driver may not leave the track and enter the pits, paddock or grid and return during a qualifying session. If a driver stops for any reason they will be allowed one attempt to start again unless stated otherwise in the Supplementary Regulations. Should one or several drivers achieve the same time, the tie will be settled on the basis of the second best time, and so on. No method of adjustment is allowed to equalize the qualifying results if they are affected by changing weather conditions or force majeure.

11.4. Starting Positions

The karts placed on the Grid must be ready to race; it is strictly forbidden to carry out any work and/or set-up on the kart on the Grid, with the exception of tire pressures, which can be adjusted by the Driver or their Mechanic by their own means.

Unless specified otherwise in the Club, Series or Event Supplementary Regulations, competitors shall be positioned on the Grid in the order of their qualifying results.

The pole position driver will make the choice of the pole position (on the left or right side of the track) providing the driver advises the Grid Marshal upon arriving at the Grid. The Grid Marshal shall then inform the Starter and the Clerk of the Course/Race Director. This choice will only modify the first row.

If the driver does not advise the Grid Marshal of their choice the pole position shall always be as follows;

When the first turn after the start is to the right, the pole position shall be on the right.

When the first turn after the start is to the left, the pole position shall be on the left.

All karts must be in their designated position on the Grid prior to the ONE MINUTE signal from the Grid Marshal. The ONE MINUTE signal will not be delayed to wait for missing karts. Missing karts that arrive after the ONE MINUTE signal will be positioned at the rear of the Grid in the order of their arrival.

Karts positioned at the rear of the Grid may not regain their original starting position during the formations laps and must remain at the rear for the start. The correctly positioned drivers may move up to fill a vacant space or spaces ahead of them in their row due to karts that are missing from their designated grid positions. Karts may not move or be moved by the Grid Marshal to an adjacent row on the Grid or move to an adjacent row during the formation laps under any circumstances.

11.5. Layout of Starting Grids

a) **Rolling start grids** shall be formed on the basis of;

- Two parallel lines with one kart width (55 inches or 140 cm) separating the parallel lines.
- 2 feet (60 cm) separating the rows.
- No touching or pushing of another kart is permitted at any time.

b) **Standing start grids** shall be formed on the basis of;

- Two parallel lines.
- 11 feet (335 cm) center to center separating the parallel lines. (This dimension can be reduced to a minimum of 9 feet (275 cm) on narrow tracks.
- 15 feet (450 cm) separating the rows, 5 foot (150 cm) stagger on each row.
- See Appendix 1 – STANDING START GRID LAYOUT AND MARKINGS.

11.6. To Be Considered a Race Starter

To be considered a race starter or to compete in a race, a qualified kart/driver must enter the race before the field has completed 1 green flag lap. Karts that do not comply with this Regulation shall be classified as "DNS".

A driver that has qualified for a starting position, but does not start the scheduled race shall not receive any qualifying or racing points.

11.7. General Race Start Procedures

Drivers and mechanics will receive a ONE MINUTE signal from the Grid Marshal at which time engines can be started. In FOUR CYCLE classes, if stated so in the Supplementary Regulations, drivers and mechanics will receive a FIVE MINUTE signal from the Grid Marshal at which time engines MUST be started. Drivers who are not present when the engine start signal is given are subject to penalty. Direct drive classes to leave the grid ONE MINUTE after the signal is given.

Once a driver leaves the Grid they may not receive assistance from anyone other than an official of the event. Drivers receiving assistance from anyone other than an official of the event may be excluded from the results.

Drivers are prohibited from doing a “burnout” or any other similar actions at any time. No weaving from side to side or “tire scrubbing” is allowed.

The Starter will not allow any additional formation laps to allow drivers who lose their place to regain their starting position.

If a driver stops for any reason during the formation laps they will not be allowed to try and start again until they have been passed by the entire field. The driver must remain at the rear of the field for the start of the race.

Drivers are forbidden to use any route other than the official track configuration to regain a place.

Drivers who are out of position on the formation laps or who are deemed to have caused a restart may be placed at the back of the grid or issued a penalty. Failure to obey this rule will result in the offending competitor being shown the Black Flag and the competitor may be excluded from the results.

If Officials determine that a driver has been disadvantaged or immobilized by the actions of another driver during the start procedure, the start may be aborted and the impeded driver will be allowed to regain their original starting position. Penalties may be applied to the driver causing the incident.

Drivers or mechanics who demonstrate a lack of compliance with race starting procedures are subject to penalty.

Penalties applied regarding violations of the starting procedure are not subject to protest or appeal.

11.8. Speed Limit Approaching the Start Line

A minimum and maximum speed limit may be declared for the starting of races. A recommended maximum speed limit is 45 kph. A Speed Readout may be used. Penalties may be applied to drivers who fail to obey the speed limits.

11.9. Race Starts – Rolling and Standing

On signal from the Starter, the drivers will leave the Grid and do two formation laps. Once the drivers leave the Grid, they are under Starter's Orders and race conditions apply.

On the formation laps, all drivers must stay in order retaining their original grid positions. THE DRIVER IN THE POLE POSITION KART SETS THE PACE of the field at a reasonable and steady rate of speed.

Overtaking during the first formation lap is permitted only:

- if a kart is delayed when leaving the Grid
- If a kart falls behind their grid position and karts behind cannot avoid passing it without unduly delaying the remainder of the field.

In such cases, drivers may only overtake to re-establish their original starting position prior to reaching the designated Formation Line (if one used) during the second formation lap.

Any driver that does not re-establish their original starting position prior to reaching prior to reaching the designated Formation Line (if one used) during the second formation lap must drop back, without interfering with other drivers, and start the race from the back of the grid.

Drivers may move up in their row to fill vacant spaces ahead of them prior to reaching the designated Formation Line (if one used) during the second formation lap. Karts may not move to an adjacent row to fill a vacant space.

Drivers must slow down and be in formation in rows of two prior to crossing the designated Formation Line during the second formation lap.

If the start is not signaled after the second formation lap, and the drivers have to go around for any additional formation laps these laps will count as part of the total number of laps for the race.

11.10. Race Starts - Rolling Start

All classes will use a rolling start for all heats, pre-finals and finals unless specified otherwise in these Regulations or in Club, Series or Event Supplementary Regulations.

Rolling Start Procedure:

An Acceleration Line shall be painted a minimum of 25 m ahead of the Start Line. It is forbidden to accelerate or overtake before having crossed that line when approaching the start. The Acceleration Line shall also be indicated by cones (1 or more cones on each side of the track adjacent to the line).

At the completion of the formation laps, if the Starter is satisfied with the formation, the START signal (Green flag displayed or Red Lights turned off) will be shown as specified in the Supplementary Regulations.

11.11. Race Starts - Rolling Start with Marked Lanes

a) The Starting Grid:

A Yellow Line shall be painted 25 m prior to the Start Line. This Yellow Line will also be indicated by soft cones (1 cone on each side of the track). This is the Acceleration Line.

Approaching the starting area, there will be two 2-metre wide starting lanes.

b) The Start Procedure:

There will be a marked Formation Line on the racetrack. Typically the Formation Line shall be located no less than 2 corners prior to the starting area. The Formation Line shall be additionally marked by two soft cones at the edge of the track.

There will be two laps prior to the start of a race. On the first lap, drivers maintain their starting grid order.

Drivers that become out of position on the track are allowed to regain their position only prior to reaching the Formation Line on the second lap.

From the start of the second lap, the Starter and all marshal stations will display a yellow flag. No passing is allowed unless a driver is regaining position prior to reaching the Formation Line on the second lap.

Karts must slow down after crossing the Finish Line at the completion of the first formation lap.

From the Formation Line to the start area, THE DRIVER IN THE POLE POSITION KART SETS THE PACE.

This driver is responsible to maintain a REDUCED and constant speed and to maintain grid formation.

Drivers may NOT accelerate until passing the Acceleration Line. The speed of the first two front row karts must not be greater than 45 kph at the acceleration line.

THE DRIVER IN THE POLE POSITION KART must cross the acceleration line first otherwise a start will not given.

If the formation is not satisfactory, one more lap will be completed. Drivers will reform by the Formation Line and again the DRIVER IN THE POLE POSITION KART is responsible to maintain a reduced and constant speed and maintain grid formation. If the second formation is not satisfactory, a Red Flag may be displayed in all corners. Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start.

The decision to start the race or not is made by the Starter alone. If the Starter does not think the alignment or speed of karts is satisfactory, the start signal will not be given. If the start signal is given, in the Starters judgment, the speed and alignment of karts is acceptable.

If the officials determine that the start was improper after the START signal has been given, both Yellow and Red Flags will be waved by the starter. Yellow flags will be shown at all Marshal Posts. Karts may be stopped by a Red Flag. Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start.

Drivers must maintain position in their own lane for the start and are not allowed to pass until the Start Signal is given.

A Driver who fails to maintain the speed of the pack during the approach to the Start Line is liable to be sanctioned by the Stewards, to a maximum penalty of 10 seconds.

A driver exceeding the limits of their marked lane prior to the Start Signal being given is liable to a time penalty by the Stewards. A driver will receive a 3 second penalty for partly crossing the lanes and a 10 second penalty for completely leaving their lane.

c) The Start Signal:

If the formation is satisfactory, the Start Signal will be given by switching off the Red Lights or the display of a Green Flag.

If the Starter is not satisfied with the procedure, a Yellow Light or Yellow Flag will be displayed by the Starter and all marshal stations will display a Yellow Flag.

d) Restart:

If the formation is not satisfactory, one more lap will be completed. Drivers will reform by the Formation Line and again THE DRIVER IN THE POLE POSITION KART is responsible to maintain a reduced and constant speed and maintain grid formation.

e) Race Stoppage Due to Unsatisfactory Start:

Should the Starter be unable to start a race because of the behaviour of the drivers, the Race Director may display a Red Flag. Drivers must slow down immediately and proceed to the Start Line, come to a complete stop in grid position, and await instructions from the Officials.

f) Starting Penalties:

One false or jump start may be allowed. Drivers can be moved to a different row.

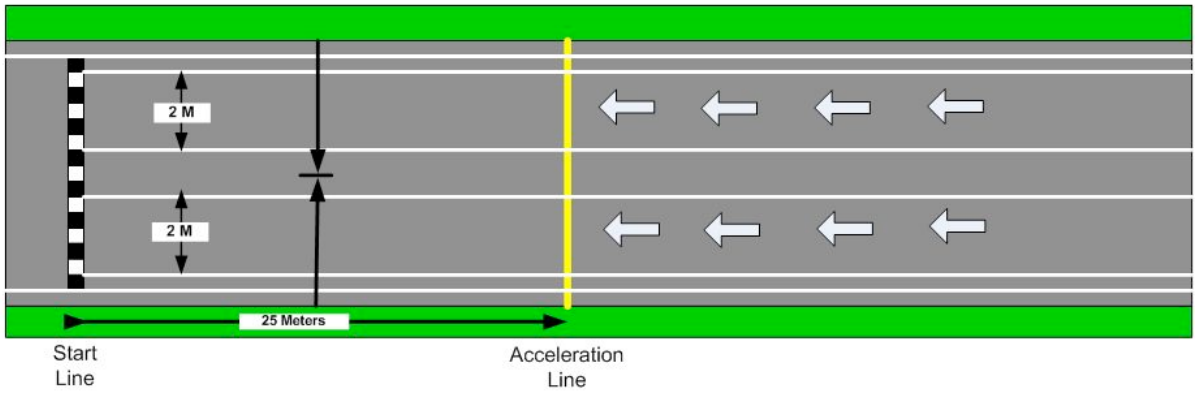
Any additional false or jump start will subject the violators to a maximum penalty of 20 seconds.

A jump start exists when a kart is more than about ½ its length ahead of the kart on the same starting row. (The kart that is ahead may not have jumped the start).

Starting violation time penalties are added to the competitors finishing time.

Start procedure penalties are not subject to protest or appeal.

g) Starting Grid Marking:



11.12. Race Starts – Standing Starts

For Classes Including Formula 125, F80 Senior, Shifter Junior, KZ1, KZ2

Standing Start Procedure:

On the second of the warm-up laps, Marshal Posts will display Yellow Flags and a Red Flag will be displayed at the Start/Finish line by the Assistant Starter. Drivers are responsible for stopping exactly in their official grid position. When all karts are immobile on the grid, a Marshal will display a Green Flag at the end of the grid, then the Assistant Starter will cease the display of the Red Flag.

When the Starter is satisfied that everything is ready for the start, the Starter will display the Red Lights. This will indicate to all drivers the Red Lights will be turned off to start the race between three (3) and eight (8) seconds. When the Red Lights are turned off, racing may begin.

If the Starter is not satisfied with the procedure, the Starter will switch on the flashing Amber (Yellow) light which means that an additional formation lap must be covered. At the Starters discretion, the karts may be sent around for an additional formation lap for any reason.

Should a driver stop outside their official grid position a penalty will be applied. The start procedure may be stopped and the offending driver may be moved to the rear of the field.

Drivers who stall their engine on the grid before the start is given must raise their hands clearly above their head and remain stationary in their seat. Any driver who gets out of their seat or attempts to restart a stalled kart at this point in the starting procedure will be penalized.

Should a kart or karts stall on the grid the Starter may abort the start. If the start is aborted the flashing Amber (Yellow) light will be displayed and an additional formation lap must be covered. Stalled karts may be restarted only by the driver after the rest of the field has departed on the new formation lap. In Junior classes designated mechanics or assistants may be permitted to come on the track after being released by an Official to assist in push starting a stalled kart. Restarted karts can join at the back of the grid. If a stalled kart does not restart after one attempt it is the driver's duty to place the kart as far as possible off the traveled portion of the track and move to a place of safety. Karts may move up in their own row to fill vacant spaces ahead of them on the starting grid. Karts may not move to an adjacent row to fill a vacant space.

If the start signal has been given a stalled kart or karts may attempt to re-start only after all other running karts have left the starting grid and passed the start line.

11.13. Racing Commences at the START Signal

A driver may only commence racing when the START Signal (Green flag displayed or Red light turned off) is first shown by the Starter.

Any driver leaving the formation of the grid before START Signal is given shall be considered to be jumping the start and shall be subject to a penalty. Such penalties are not subject to protest or appeal.

11.14. Re-starting Karts

a) Should a kart stop on the racetrack whether the engine is running or not, and there is no perceived imminent danger, the driver may attempt to restart the kart without assistance other than from officials. The officials may provide assistance but are not obliged to do so.

   Should a kart stop on the racetrack, whether the engine is running or not, the officials may order the kart to be removed immediately for safety reasons. Once ordered removed, a kart may not rejoin the track session.

   In the opinion of the officials, should attempts to restart appear to be unsuccessful or are taking too much time, or possibly endangering the driver or others, the kart is to be removed from the track when the driver is instructed to do so by the officials.

b) For Qualifying and Race Sessions:

   If during a qualifying session or race a kart is taken to the pit or paddock area, it is not permitted to rejoin the track unless the Supplementary Regulations for the event state otherwise.

   Failure to follow the regulations above and/or instructions from the officials may result in penalties including loss of times, exclusion and additional penalties.

   The regulations above are not subject to protest or appeal.

11.15. Stopping/Re-starting a Race

a) **Re-Starts:** If the officials determine that the start was improper after the START Signal has been given, both Yellow and Red Flags will be waved or the RACE RESTART sign will be shown by the Starter when the karts next pass the start line, indicating a complete re-start will be held. Yellow Flags will be displayed at all Marshal Posts. Karts will resume their original grid positions without stopping.

   If the Starter waves a Red Flag, Red Flags will be displayed at all Marshal posts. The karts are to proceed to the Start/Finish line and Stop. Karts will be positioned in their original grid positions.

   Drivers deemed to have caused the improper start may be penalized and placed in a revised position on the grid for the re-start.

b) **Complete Re-Start after a Red Flag:** If less than two laps have been completed a new start will be given. The length of the new race will be the full original race distance.

c) **Procedure to Stop a Race:** Should it be necessary to stop a race due to an accident or on the grounds of safety or any other reason, the Red Flag will be shown by the Starter at the Start/Finish line by order of the Steward(s) or Clerk of the Course/Race Director only. All flag stations will display a Red Flag to indicate the race has been stopped. Waved Yellow Flags will be displayed at the Marshal Post closest to the accident if applicable.

It is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the Start/Finish line and STOP.

The kart may not be worked on by the driver or the mechanic when it is stopped during a Red Flag situation, regardless of its stopped position. Drivers must stay with their karts unless directed otherwise by an official. Mechanics may not be within 3 metres (10 feet) of a stopped kart during a red flag situation without approval of an official.

If repairs to the kart are required on the basis of safety, in order to continue on a re-start, these repairs may be authorized by the Technical Delegate or Steward(s), but the kart must then start from the back of the grid or from the pits at the back of the field.

Drivers may take refreshment during a Red Flag only after receiving permission from an Official.

d) **Red-Flag Re-Starts:** If a Red Flag is issued during a race, and the race is to be re-started, the driver(s) causing the Red Flag occurrence may be penalized. If the Clerk of the Course/Race Director and/or the Steward(s) determine, by the information available, that the Red Flag incident was deliberately caused by 1 (or more) entrant(s), either to create a re-start or to inflict penalty to another entrant(s) involved, then the entrant(s) causing the red flag incident will be excluded.

If more than 2 laps have been completed by the entire field the re-start order will be according to positions on the previous complete scored lap in single file formation.

If a Red Flag is shown, a kart sustaining damage, however caused, may be repaired with permission from the Steward(s) or the Technical Delegate only after the kart has been returned to the pit lane. Repairs may be carried out by no more than three people, including the driver. The driver of any repaired kart must start at the back of the grid. Drivers involved in the incident causing the Red Flag to be displayed requiring medical intervention may take the restart only if cleared by medical personnel.

The restart will occur as soon as the karts are placed in the correct order and clearance to resume racing is given to the Race Director by medical personnel, if required. The start will not be delayed to allow repair of damaged karts or for drivers to obtain medical clearance to rejoin the race.

If the Race Director, in consultation with the Steward(s), decides to return all karts to the paddock area after a Red Flag prior to the completion of two laps, when the restart occurs all drivers are eligible to resume their original grid positions.

e) **Scoring A Stopped Race:** A race, regardless of Club, Regional, National or International status, that is stopped after 50% of the scheduled laps have been completed, for any reason, is considered complete.

A race that is stopped by the Clerk of the Course/Race Director or the Stewards before 50% of the scheduled laps have been completed, for any reason, can be declared complete.

If the race is stopped by a Red Flag due to a crash, and is not re-started, the race order will be scored according to all positions on the previous complete scored lap. The driver(s) causing the Red Flag occurrence may be penalized. If the Clerk of the Course/Race Director and/or the Steward(s) determine, by the information available, that the Red Flag incident was deliberately caused by 1 (or more) entrant(s), either to inflict penalty to another entrant(s) involved, then the entrant(s) causing the Red Flag incident will be excluded.

If the race is stopped due to Force Majeure because of weather or other reason, the race will be scored according to the positions on the previous complete scored lap.

f) Other than for safety reasons, the Clerk of the Course/Race Director shall consult with the Steward(s) as to whether or not a race is to be stopped. The Steward(s) shall determine whether a race will be re-started.

11.16. Effect of Stopping a Race that is not Re-started

Series points shall be awarded on the following scale:

		Points Award	
Laps Completed	**Status**	**Qualify**	**Race**
0 to 2 laps	if cancelled	100%	0%
3 laps to 50%	if cancelled	100%	0%
3 laps to 50%	If declared complete	100%	100%
51% to 100%	completed	100%	100%

Club or Series awards other than points, if any, shall be determined by the Organizer.

11.17. Point Systems

Point scoring system for Series events will be specified in the Supplementary Regulations. Organizers of Regional and/or Club events are responsible for developing and publishing points scoring systems. In the event of a tie in the year-end points total, the tie will be broken as follows:

The holder of the greatest number of first places;

If the number of first places is the same, the holder of the greatest number of second places;

If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

11.18. The CACC Karting Point System

Position	Points	Position	Points	Position	Points
1	100	6	45	11	20
2	85	7	38	12	17
3	72	8	32	13	14
4	61	9	27	14	12
5	52	10	23	15	10

11.19. Wet and Dry Race Procedures

The use of dry tires is mandatory unless a race is declared WET.

a) **Wet Race:** If the Steward(s) or the Clerk of the Course/Race Director declare the race to be a WET RACE, all karts on the Pre-Grid or Grid on dry tires will be allowed 15 minutes to change to wheels upon which wet tires are already mounted if desired.

Once a race is declared WET this applies to all subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15 minute period. The choice of wet or dry tires will be decided by the individual driver. The Steward(s) or the Clerk of The Course/Race Director reserve the right to use the Black Flag if it is deemed that a kart is too slow or is interfering with other drivers due to the use of inappropriate tires for the track conditions.

b) **Stopping A Dry Race Due To Rain:** If a race is started in the DRY, and it starts to rain on all or part of the course prior to completion of 50% of the scheduled race length, the Steward(s) or the Clerk of the Course/Race Director are empowered to use the procedures for Stopping/Re-starting a Race in these regulations.

If the race is to be declared WET and restarted, 15 minutes shall be allowed for changing to wheels with rain tires already mounted if desired. Once a race is declared WET this applies to all

subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15 minute period.

c) **Dry Race:** If the rain has stopped, and the Steward(s) or the Clerk of the Course/Race Director declare the race to be a DRY RACE, all karts on the Pre-Grid or Grid will be allowed 15 minutes to change to wheels upon which dry tires are already mounted if desired.

   Once a race is declared DRY this applies to all subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15 minute period.

11.20. Procedure at the End of a Qualifying Session or Race

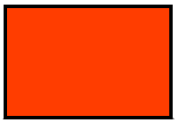
No person, except Officials, may approach a driver or kart for any reason until the driver and kart has passed across the scale or has been given permission to leave the scale area. If a driver is approached it may result in a penalty being issued. If a driver requires assistance, permission must be obtained from an Official. Permission must be requested every time it is required. Failure to request permission may result in a penalty being issued.

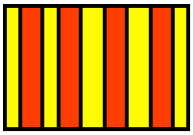
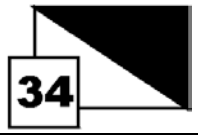
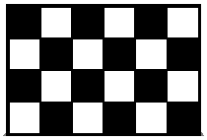
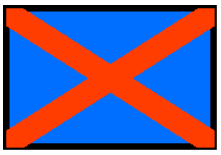
11.21. Podium Procedure and Dress Code

Drivers who achieve a podium finish must wear their driver suit to the award ceremony and bring their helmet. The suit must be worn as designed, and not tied around the waist. Sponsor caps may be worn in addition to normal racing attire. Driver's not wearing their driver suit or not attending the podium or award ceremony may be subject to penalty, including monetary fines, loss of awards, loss of points or exclusion unless prior notice is given to an event official or the event organizer that they are unable to attend.

12. FLAG SIGNALS

These flag signals are used at all CACC sanctioned events.

Green		Used by the Starter to start all track sessions and races, and sometimes by corner marshals to indicate that the track is clear. Some races may be started by using a light system.
Yellow		Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag.
Yellow Motionless	**Take care, Danger, Slow down**. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA. **Note:** A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.	
Yellow Waved	**Great Danger, Slow Down.** Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S). **Note:** AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).	
Black Flag Displayed By The Starter And Black All Posts		Informs drivers that a session has been halted because of a reason other than accident or incident, a BLACK flag will be shown at the Start/Finish line and simultaneously each corner post will display a BLACK flag. Drivers complete the current lap and proceed to the pits.
Karts entering the pits must remain in single file and stop in the pit lane. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.		
Red Flag At Start/Finish And Red All Posts		Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.
During a practice session it is the responsibility of all drivers to immediately slow down, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the pit lane and STOP. During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP. Karts must stay in single file. If during a qualifying or race session, no work or service shall be performed on any karts until after the track has been re-opened, except under the direction of the Steward(s) or Technical Delegate.		
Blue Flag Motionless		Another competitor is following you very CLOSELY.
Blue Flag Waved	You are about to be lapped by a faster kart(s). The driver must yield the racing line to allow the overtaking kart(s) to pass them safely. Failure to obey the BLUE flag may result in the BLACK Flag with kart number being shown and additional penalties may be issued.	

Yellow Flag With Red Stripes		Advise drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the surface
White Flag		Informs driver that a vehicle which is traveling at a much slower speed than the competing karts is on the track. The slow moving vehicle might be an ambulance, service vehicle or a slow moving kart.
Black & White Triangle, with Kart Number		Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.
Black Flag, With Kart Number		Informs the driver to complete the current lap and stop for consultation at the pits, or at a location designated by the Steward(s) or Clerk of the Course/Race Director. A driver who fails to obey this flag after it has been displayed twice will be excluded from the results and additional penalties may be issued.
Black Flag With Orange Disk, With Kart Number		Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits. Failure to obey this flag may result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued.
Checkered Flag		A BLACK and WHITE CHECKERED flag. Racing must stop and all drivers must slow down and return to their pits or other designated area.
Checkered Flag with Black Flag		A BLACK and WHITE CHECKERED flag combined with a BLACK flag may be shown at the completion of a race. These flags indicate that the race is under enquiry by the race officials.
Blue With Red "X"		Shown to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line. Failure to obey this flag will result in a BLACK flag with kart number being shown, the driver will be excluded from the results and additional penalties may be issued. This flag is unique to karting and may only be used at events if specified in the Supplementary Regulations.

12.1. Flag Size

The minimum size of all flags is 60 cm x 80 cm except the Red and Checkered flags which shall be at least 80 cm x 100 cm.

12.2. Marshal (Observation) Posts

Each post should be provided with a set of signaling flags comprising: 1 - Yellow, 1 - Green, 1 - Red. An additional Yellow, 1 - Black, 1 - Yellow with Red Stripes may be provided. 1 – Blue may be provided and used only under instruction from the Clerk of the Course/Race Director or the Starter. Marshals and observers must normally remain behind a protective barrier while performing their duties.

13. RULES OF THE PITS, PADDOCK AND GRID

13.1. General

At and after the start of any race, the pit lane must be absolutely clear at all times. No signaling to drivers by mechanics is allowed during races.

All mechanics working in the pit area must be clean and fully clothed at all times during any track session.

Mechanics shall not sit on the pit wall during any track session.

Animals of any kind are not permitted in the pit or on the marked racetrack. Animals in the paddock must be restrained.

Smoking is not permitted at any time in the pits, Grid and Pre-Grid. Officials or Marshals may only smoke during designated breaks while on duty. Local laws or regulations prohibiting smoking or allowing smoking only in designated areas may apply.

13.2. Running of Engines in the Pit Lane, Grid and Pre-Grid Area – Quiet Rule

No engines are to be started or run in the Pit Lane or Grid area prior to a start of a practice, qualifying or race session until the signal to start is given by an Official. The starting up, running in, warming up or testing of engines cannot be carried out in the Paddock or Paddock lanes. This can only be carried out in an area designated in the Event Supplementary Regulations. You may start and run your engine for one 10 second period in the designated area prior to an on track session. The Event Schedule may designate periods of silence when engines cannot be run.

13.3. Pit Lane Speed Limit

Drivers must always drive at reduced speed and use extreme caution when driving in the pit entry or exit lane or when approaching the scale area. Burn-outs or practice starts are not permitted. A speed limit may be imposed. Any driver deemed to be driving with excessive speed by an official may be issued a fine of $10.00. Additional penalties may also be issued.

13.4. Pit Stops

When a kart stops in the pit lane at any time during qualifying or race sessions when work or service on the kart is permitted;

No more than 3 people, including the driver, even if the driver remains in the kart, shall touch the kart, or in any other way whatsoever provide assistance.

In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the kart in any other way. Should a driver participate in the servicing of the kart in any way, the rule of 3 people applies.

The addition of any fluids to a kart during a race is prohibited, except during endurance races.

It is the responsibility of the mechanic to notify the pit marshals immediately of any liquid spills and to assist in their cleanup.

13.5. Refueling

Refueling in the pit lane is prohibited during any track session. Karts are to be refueled in the paddock area only. Karts may not be refueled on the Grid or Pre-Grid. During any refueling, the engine must be stopped and the driver must vacate the kart. During endurance races, karts may be refueled in the pit lane if the procedure is explained in the Event Supplementary Regulations.

13.6. Generators in the Pits and Paddock

All electrical generators and air compressors cannot be placed in the pit lane. They must be located as far away from fuel containers as possible.

13.7. Other Devices in the Pits

Compressed gas cylinders must have a protective structure around their gauges and valves when in the pit area. High pressure cylinders must remain upright and properly supported.

No tools which may by their use readily cause flame, sparks or a high temperature are permitted in the pit area.

13.8. Fire Safety

The use of open flame devices in the pit or grid area is prohibited. Disposal of such devices in the restricted/pit area is prohibited, except in containers specifically designated for such purpose. Fuels, lubricants, tires or other hazardous substances must be removed from the track grounds by the entrant or competitor, or placed in disposal units specifically designated by the track owner/operator. Failure to comply will subject the individual to disqualification and/or suspension of membership privileges.

Each entrant/driver shall have a fire extinguisher in good working order available to them at all times.

When a kart is being re-fueled, or a device is being used that could precipitate a fire, such as a welding system, a fire extinguisher shall be readily available.

13.9. Oil Containment

It is mandatory that competitors changing engine oil or mixing fuel/oil have a drip pan to retain lubricant while in the paddock area. Spillage cleanup will be the responsibility of the competitors creating the spill.

13.10. Driving In the Pits or Paddock

Karts will not be moved under power in the restricted/pit or paddock area except for specific areas designated by the officials in charge.

13.11. Personal Vehicles

Vehicles for personal transportation, machine or human-powered, are restricted from the restricted pit or paddock area at the discretion of the officials in charge. Skateboards, bicycles, scooters, etc. (powered or manual) are specifically prohibited from these areas.

13.12. Restricted Areas

The Racetrack infield, the perimeter of the Racetrack and the Technical Inspection Areas are restricted areas and accessible only to officials.

13.13. Pre-Grid or Grid Area

Access to the Pre-Grid or Grid area and pit lane is only available to participants when their class is running. One mechanic as listed on the event entry form with the appropriate Mechanics Credential is allowed on the Pre-Grid or Grid with each driver. Entry to the grid areas is strictly under control of the race officials and failure to comply with their directives will subject violators to immediate removal from the restricted/pit area and possible suspension of licence, credential or membership privileges.

13.14. Hot Pits

Where “hot” pit area is necessary for conduct of event, all regulations regarding grid area apply.

If a “hot” pit is to be used at an event, procedures must be outlined in the Event Supplementary Regulations. Adjustments or repairs may only occur in the Paddock or the designated Repairs Area.

13.15. Penalties

Penalties applied for violation of regulations in this section are not subject to protest or appeal.

14. COMPETITOR CONDUCT ON THE RACETRACK

14.1. Driver Conduct on the Racetrack

a) No kart or other vehicle is permitted on the marked racetrack at any time during an event without permission from the Clerk of the Course/Race Director.

b) Drivers entering the racetrack from the pit lane shall first receive permission to do so from the pit exit official (or obey the pit exit lights if used) and be prepared to slow significantly, or stop if requested.

Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering, and must satisfy themselves that the track is clear of oncoming karts before entering the main path of race traffic, and shall yield the right-of-way to oncoming race traffic, and not interfere with the path of other karts. Before entering the track from the pits the driver must signal by raising an arm. Failure to raise an arm may result in a $10.00 fine being issued. A driver must not cross over and must stay within the limits of the pit exit blend line if one exists with all four wheels.

c) It is not permitted to drive a kart, at any time, in the opposite direction of race traffic without the permission of the Clerk of the Course/Race Director. Infractions of this Regulation may mean immediate exclusion.

d) If a driver stops on the track it is the driver's duty to place the kart as far as possible off the traveled portion of the track to cause the least obstruction to other competitors, and preferably on the side of the track least used by race traffic. Except for medical or safety reasons, the driver must move to a protected place as instructed by officials until the end of the practice, qualifying or race session with their helmet on.

e) The driver of a stalled kart must raise one or both arms to indicate that the kart will not move until the track is clear.

f) Only the marked racetrack surface and any curbing may be used by drivers during any track session. A penalty may be applied for short cutting the track, whether an advantage is gained or not, including exclusion from the practice, qualification session, heat or race in question.

g) Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.

h) It is the responsibility of all drivers to avoid physical contact between karts on the racetrack.

i) Drivers shall follow the marked track during a competition and shall not gain an advantage from an off-course excursion.

j) Any driver who has left the marked track with all four wheels must respond so as to regain control of the kart, stop if necessary, and, without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.

k) A driver who goes off the marked track, in the presence of track marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor or gains an advantage themselves is subject to penalty.

l) The repetition of serious mistakes or the appearance of a lack of control over the kart may entail exclusion or other penalty of the driver involved. This includes leaving the marked track, jumping up in the seat, looking away from the direction of travel, ducking of the head behind the steering wheel and looking behind.

m) The Steward(s) and/or the Clerk of The Course/Race Director may, during any practice, qualifying or race session, order any kart removed from the racetrack which, in the opinion of the Steward(s) and/or the Clerk of the Course/Race Director constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.

n) The driver alone may repair the kart on the course during a practice, qualifying session or race only if allowed for in the Supplementary Regulations and provided it is safe to do so. The kart must be placed in a safe location. The driver must not receive any physical assistance. This does not preclude assistance by track marshals for safety reasons. It is forbidden to take any tools and/or spare parts on board the kart.

o) Before entering the pits from the track, the driver must signal by raising an arm. Failure to raise an arm may result in a $10.00 fine being issued. A driver must not cross over and must stay within the limits of the track exit line if one exists with all four wheels.

p) Drivers must keep one hand on the steering wheel at all times while the kart is in motion.

q) A driver may not improve or maintain a race position by entering or traversing through the pits, regardless of whether or not a stop is made.

14.2. Passing Other Competitors on the Racetrack

a) Corners and curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked track. Overtaking, according to the circumstances, may be done on the right or on the left.

b) The responsibility for the decision to pass another kart rests with the overtaking driver. However this will not relieve the overtaken driver from the responsibility for the safe passing of another kart. The overtaken driver must not block.

c) Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these Regulations.

d) Any driver driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, including premature or dangerous changes in direction or deliberate crowding of karts towards the inside or outside of the track, or appearing to ignore the BLUE flag, may be given the BLACK flag with kart number. Systematic or repeated offences may result in exclusion of the offending driver.

e) The penalty inflicted for ignoring the BLUE flag shall be applied to the drivers who obstruct part of the track, and shall range from monetary fine to exclusion. The same penalty shall be applied to drivers who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

15. INCIDENTS

An incident means a fact or series of facts involving one or several drivers who:

Provoked the stopping of a race.

Violated these Sporting Regulations.

Have jumped the start.

Have not respected flag signaling.

Have caused one or several karts to take a false start.

Have caused a collision intentionally or unintentionally.

Have forced another driver off the track intentionally or unintentionally.

Have prevented a legitimate passing maneuver by a driver.

Have impeded another driver during a passing maneuver.

Gain of position after contacting another kart

If a driver is involved in a collision or an incident a penalty may be issued.

16. REGULATION OF COMPETITIONS - OFFICIALS

16.1. Steward(s)

At events when licenced Steward(s) are not available the Steward(s) duties will be assumed by the Clerk of the Course/Race Director or other designated CACC licenced official.

As a general rule the Steward(s) of the meeting will not in any way be responsible for its organization and shall not have any executive duties therewith.

It follows, therefore, that in carrying out their duties, they do not incur any responsibility except to the Sporting Authority under whose regulations they are acting.

As an exception to this, applicable only when a meeting is promoted directly by the ASN or CACC karting organization, the Steward(s) of such a meeting may combine their duties with those of the organizers.

The Steward(s) of the meeting may be required to send to the CACC karting organization a closing report as soon as practicable after the close of a meeting. This report will include the results of each competition together with particulars of all protests lodged and exclusions they have made with their recommendations as to any decisions which may have to be taken for a suspension or disqualification.

The Steward(s) shall be responsible for the application of these Regulations and relevant Series and Event Supplementary Regulations and in addition may;

Provide participants with information about regulations or procedures, including during the Driver's Briefing.

Decide what penalty to enforce in the event of a breach of the regulations.

In exceptional circumstances amend the Supplementary Regulations.

Authorize amendments to the schedule or a change in the program.

In the event of heats, alter the composition or the number of heats.

Authorize the modification of the race start procedures and/or finish line.

In the event of dead heats, authorize a new start.

Authorize a change of driver or kart.

Accept or refuse any correction proposed by a Judge of Fact.

Inflict penalties and fines.

Pronounce exclusions.

Amend the classification to take into account a time or distance penalty or the exclusion of a competitor.

Prohibit from competing any driver or vehicle which they consider to be dangerous or which is reported to them by the Clerk of the Course/Race Director as being dangerous.

Exclude from any one competition or for the duration of the meeting any entrant or driver whom they consider as, or who is reported to them by the Clerk of the Course/Race Director or by the organizing committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.

Order the removal from the course and its precincts of any participant who refuses to obey the order of a responsible official.

Postpone a competition in the event of force majeure or for serious safety reasons.

Take the decision to stop a race.

16.2. Clerk of the Course/Race Director

The Clerk of the Course/Race Director is responsible for conducting the race meeting in accordance with the official program and in addition shall;

During the Driver's Briefing shall provide participants with event specific information and explain race procedures.

Ensure that all officials are at their posts and report the absence of any of them to the Stewards of the meeting.

Ensure that all officials are provided with the necessary information to enable them to carry out their duties.

Control competitors and their karts and prevent any excluded, suspended or disqualified competitor or driver from taking part in a competition for which they are not eligible.

Ensure that each kart, and if necessary each competitor, carries the proper identification numbers in accordance with those in the program.

Ensure that each kart is driven by the proper driver and organize the karts in categories and classes as required.

Convey to the Steward(s) of the meeting any proposal to modify the program or regarding the improper conduct of, breach of rule by, or protest on the part of a competitor.

Receive these protests and transmit them immediately to the Steward(s), who shall take the necessary action thereon.

Apply penalties in the event of a breach of the regulations.

Collect the reports of the Timekeepers, Scrutineers, Assistant Scrutineers, track or road Marshals, together with such other official information as may be necessary for the determination of the results.

Prepare, or ask the Secretary of the Meeting to prepare the data for the closing report regarding the competition(s) for which they were responsible for the Steward(s) consideration and approval.

16.3. Secretary of the Meeting

The Secretary of the Meeting conducts registration, checks licences and age requirements, ensures proper waivers are signed, makes sure the insurance certificate is posted, hands out Event Supplementary Regulations and provides timing and scoring officials with a list of registered entries in each class and in addition shall;

Ensure that the various officials are familiar with their duties and are provided with the necessary equipment. If necessary, they shall assist the Clerk of the Course/Race Director in the preparation of the closing report for the event.

Be responsible for the organization of the meeting, and announcements required in connection therewith.

16.4. Timekeepers

The principal duties of the Timekeepers shall be;

At the beginning of the meeting, to report to the Clerk of the Course/Race Director, who will give them the necessary instructions.

To start the competition, whenever instructed to do so by the Clerk of the Course/Race Director.

To use for timing only such apparatus that is approved by the ASN or CACC karting organization to take times accurate to within 1/1000th of a second.

To declare the time taken by each competitor to complete the course.

To prepare and sign according to their individual responsibility their reports and to send them, accompanied by all necessary documents, to the Steward(s) or the Clerk of the Course/Race Director.

To send, on request, their original time sheets to the Steward(s) of the meeting or to the CACC karting organization.

Not to communicate any times or results except to the Steward(s) and the Clerk of the Course/Race Director or when instructed otherwise by these officials.

16.5. Technical Delegate

The Technical Delegate is responsible for scrutineering and has full authority over the Technical Inspectors (Scrutineers). The Technical Delegate is entrusted with all checking related to the mechanical components of karts. They shall;

With the assistance of the Technical Inspectors carry out these checks either before the meeting if requested by the CACC or the organizing committee or during the meeting if requested by the Steward(s) or the Clerk of the Course/Race Director.

Not communicate any official information except to the Steward(s) or the Clerk of the Course/Race Director.

Make final decisions on all technical matters.

Prepare and sign, under their own responsibility, their reports, and submit them to the CACC karting organization.

16.6. Technical Inspectors (also known as Scrutineers)

Technical Inspectors (Scrutineers) are entrusted with the checking of the weight of karts, dimensions of their bodywork and accessories, and also of all documents relating to competitors and drivers. They shall;

Report to the Technical Delegate the results of pre-race inspections, and any subsequent inspections.

Inspect for safety, any karts damaged during track sessions.

The duties of Technical Inspectors (Scrutineers) may be entrusted to the Technical Delegate.

16.7. Starter

The Steward(s) are empowered to oversee the starting of all races, and may designate an individual to assist the Starter in the proper execution of race starts and any restarts.

All competing drivers shall be under the orders of the Starter from the time the karts are placed under starter's orders until the competition is completed and competing karts have left the marked racetrack.

The Starter may also be appointed as the Assistant Clerk of the Course/Assistant Race Director.

16.8. Grid Marshals

The Grid Marshals control and monitor the activities of all karts, drivers, mechanics or others permitted on the Pre-Grid, Grid or in the Pit Lane, and enforce safety and pit rules, and in addition shall;

Control the entry and exit of karts from the pit lane to the track under direction from the Clerk of the Course/Race Director or Starter.

Organize karts on the Pre-Grid and Grid according to information received from timing and scoring officials.

16.9. Marshals

The Marshals shall occupy, along the course, posts assigned to them by the Steward(s) of the meeting, the Clerk of the Course/Race Director or the organizing committee. As soon as a meeting begins, Marshals are under the orders of the Clerk of the Course/Race Director.

16.10. Race Control Recorder

The Race Control Recorder shall maintain a written Race Control Log of significant on-track activity and incidents during qualifying sessions, heats and races based on reports from officials. The event, class, driver, time and details of the activity or incident are to be logged. At the conclusion of the event the Race Control Log to be given to the Chief Steward.

16.11. Judges of Fact and Competition Observers

Judges of Fact may be appointed by the Steward(s) or the Clerk of the Course/Race Director.

Starting Judges shall point out to the Steward(s) any false starts immediately after they occur.

Finishing Judges declare the order in which karts cross the finishing line.

A mistake by a Judge of Fact may be corrected by that Judge of Fact with the concurrence of the Steward(s) or the Clerk of the Course/Race Director.

Observers may occupy posts around the racetrack assigned to them by the Clerk of the Course/Race Director and/or the Steward(s) for purposes of reporting incidents which occur on the section of track being observed.

Flag Marshals may also be designated as observers.

16.12. Official's Briefing

An Official's Briefing should be held before any on track activity. During multiple day events, a meeting to be held each day of the event.

All trackside officials including the Steward(s), Clerk of the Course/Race Director, Starter, Grid Marshal, Marshals and Judges of Fact should attend. The Clerk of the Course/Race Director to meet with the Ambulance Attendants to verify procedures before any on track activity.

The Clerk of the Course/Race Director shall conduct the briefing, provide event specific information and explain race procedures. The Chief Steward shall provide information regarding regulations as required.

16.13. Communication Between Officials

The Clerk of the Course/Race Director should be located at Race Control and be in radio contact with the Starter, the Marshals' posts, and if they have been officially appointed, the Assistant Clerk of the Course/Assistant Race Director, Judges of Fact or Competition Observers whenever karts are allowed to drive on the track. The Steward(s), Clerk of the Course/Race Director, Starter, Technical Delegate, Chief Timekeeper and Chief Grid Marshal must all be able to be in radio contact with each another at all times.

17. VIOLATION OF REGULATIONS

17.1. Evidence

The Officials may acquire evidence of any kind as they see fit in the adjudication of real or alleged rule infractions, inquiries, protests, appeals or for any other purpose as it relates to the enforcement of these Regulations.

17.2. Assessment of Penalties

Any promoter, organizer, official, entrant, driver or other person committing a breach of these Regulations or those of a Series or event, or of any conditions attached to an organizing permit, or of any instructions to drivers, or of any special racetrack Regulations, may be penalized.

The CACC may suspend or terminate for a definite period of time, the racing license of a competitor or the membership of any individual upon a finding of a violation of any rules and regulations, or for any other just cause, if such action is determined to be in the best interest of the association.

17.3. Breach of Regulations

In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;

a) Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.

b) Any action having as its objective participation in the competition of a person or kart known to be ineligible.

c) Any fraudulent proceeding or act prejudicial to the interests of ASN or of motorsport in general.

d) Refusing to cooperate with, interfering with or obstructing the action of an official.

e) Abusing (physically or verbally) another competitor or official.

f) Unsportsmanlike conduct.

g) Driving infractions as defined in these Regulations.

17.4. Repeated Violations

Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

In cases of incidents that involve multiple violations, consecutive penalties may be imposed.

Combinations of penalties may be assessed.

17.5. Technical Infractions

a) **Impounding of Racing Equipment**: Any kart, racing equipment or materials or components or driver safety equipment may be impounded at the event including when a technical exclusion occurs. The Technical Inspector or Technical Delegate shall label the impounded racing equipment and one of these officials will be responsible for providing the impounded racing equipment at an appeal hearing if called.

b) **Return of Impounded Racing Equipment**: If the entrant does not submit an approved complete Refusal of Appeal form, the part(s) in question should be retained by the Technical Inspector. If the entrant wants the part(s) in question to be returned it is the responsibility of the entrant to obtain the approved Refusal of Appeal form and submit the completed form to the Chief Steward. If the part(s) in question are removed from the impound area by the entrant without a Refusal of Appeal form being submitted the entrant will be excluded from the results and no protest or appeal can be submitted.

c) **Jurisdiction of the Regional Technical Delegate:** Decisions by the CACC Regional Technical Delegate are final for technical infractions.

18. PENALTIES

The Steward(s) and/or the Clerk of the Course/Race Director may issue penalties during an event. The nature and condition of a penalty at an event is determined by the Steward(s) and/or the Clerk of the Course/Race Director.

CACC Standard Karting Penalties are listed in Appendix 3 of these regulations to aid in the consistent application of penalties.

The CACC Chief Steward and/or the CACC Regional Representative may issue penalties after the conclusion of an event. The nature and condition of a penalty after an event is determined by CACC Chief Steward and/or the CACC Regional Representative.

18.1. Scale of Penalties

Penalties may be inflicted as follows in order of increasing severity:

reprimand (blame);

monetary fines;

position penalty;

time penalty;

distance penalty;

exclusion;

suspension;

disqualification.

18.2. Reprimand

A reprimand may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. A reprimand against an ASN or CACC licenced entrant or driver shall be noted in the entrants or drivers licence file, as shall be any or all other penalties.

18.3. Monetary Fines

Fines imposed must be paid immediately or within the time period specified when the fine is issued up to a maximum of 72 hours after notification of the competitor. Any delay in making payment will entail suspension of competition privileges equal to the period during which a fine remains unpaid. All fines shall be remitted to the CACC organization having jurisdiction.

Failure to honour a cheque payable to CACC will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges, and an additional service charge of $50.00 has been paid.

18.4. Position Penalty

A penalty may be in the form of 1 or more positions during or after a race.

18.5. Time Penalty

Time penalties may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director. Standard time penalties shall be 3 seconds, 10 seconds or 20 seconds.

A “stop-and-go” penalty may be imposed only if Hot Pit procedures are in force and the track or pit lane configuration allows safe passage.

18.6. Distance Penalty

A penalty may be in the form of one or more laps.

18.7. Exclusion Penalty

Exclusion from participation may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director on a person or kart at any time.

In cases where a penalty of exclusion is imposed, the Steward(s) shall amend the placing and awards and shall decide whether the next competitor in order shall be advanced, and awards presented consistent with the revised finishing order.

Any entrant or driver who is excluded from any session or competition shall automatically forfeit all rights to awards in that session or competition.

Loss of points earned by a competitor in a race, or accumulated in a Series, may be imposed by Series Organizer on the recommendation of the Steward(s) and/or the Clerk of the Course/Race Director.

18.8. Suspension

A sentence of suspension may be pronounced by CACC.

A notice of suspension should be sent to the recipient by a registered delivery method within 72 hours of being pronounced.

A sentence of suspension pronounced by the ASN will be honoured by all ASN affiliated organizations.

A sentence of suspension pronounced by an ASN affiliated karting organization shall only apply within the territory of jurisdiction of the ASN affiliated karting organization issuing the suspension.

If, however, the ASN or ASN affiliated karting organization wishes the sentence of suspension to be recognized by other ASN’s or other ASN affiliated karting organizations a formal written request must be submitted to the ASN or ASN affiliated karting organizations where the suspension is to be recognized.

18.9. Withdrawal of Licence

When a sentence of suspension is levied against a driver, the driver’s competition licence must be immediately surrendered to the ASN or ASN affiliated karting organization having jurisdiction. Delay in surrendering a licence as directed shall automatically result in the extension of the suspension by a period double the period of the delay.

18.10. Disqualification

A sentence of disqualification may be pronounced only by CACC.

A sentence of disqualification shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition.

18.11. On-Track Technical Infraction Penalties

The following penalties may be applied during an event. A Black flag with an orange disc accompanied by the kart number will be displayed. Drivers are required to report to the pit immediately.

a) Loose heat protective wrapping on a 4-cycle header/silencer.

b) Loss of header/silencer on a 4-cycle kart.

c) Loss of the intake silencer on a 2-cycle kart.

d) The loss of bodywork including side pods, front fairings (nose cone and steering column), rear protection, bumpers, chain guard.

e) The absence, loss or looseness of any piece of driver safety equipment.

f) Any other reason deemed necessary by race officials.

18.12. Disciplinary Action

Participants who display a disregard or repeated disregard for Regulations, or who by their conduct display unsportsmanlike conduct are subject to disciplinary proceedings.

The CACC at its discretion may commence a Disciplinary Action at a competition.

The results of a Disciplinary Action are final and any orders or penalties applied to a competitor are binding upon the parties.

18.13. Probation

Probation may be imposed by the Steward(s) and/or the Clerk of the Course/Race Director with conditions applied as part of a drivers continued participation, or result from a Disciplinary Action or Appeal Proceedings.

The CACC will record any probation in a driver's file. Failure to comply with the terms of probation shall be reason for further penalties. The CACC may review any probation before its expiration.

18.14. Notice of Penalty

The Steward(s) and/or the Clerk of the Course/Race Director may give verbal notice of penalty to any participant. Penalties issued to a driver at an event shall be noted on the Official Results and posted on the Official Notice Board. The penalty should be recorded on a Notice of Infraction (or facsimile) and/or in the Race Control Log.

When a competitor is excluded from a class or an event they may request a Notice of Penalty Form (or facsimile). Every effort must be made to give the form to the competitor before they leave the circuit where the event is being held. If this is not possible, the form will be sent by the best available method including mail, courier, fax or email not more than 72 hours after completion of the event. Late or non-receipt of a Notice of Penalty Form does not nullify the penalty.

The Notice of Penalty must refer to the specification/regulation in the Karting Regulations, Club Regulations, Series Regulations or any Event Supplemental Regulations in force for the event that resulted in the exclusion. It must be signed by the Steward(s) and/or the Clerk of the Course/Race Director and/or the Technical Delegate. One copy must be presented to the Driver of Record and one copy must be kept by the Steward(s) and/or the Clerk of the Course/Race Director and/or the Technical Delegate. A copy of the Notice of Penalty Form must be attached to the Steward(s) and/or the Clerk of the Course's/Race Director's Event Report if one is written.

18.15. Publication of Penalties

The CACC reserves the right to publicize a notice that it has penalized any person or organization and to state the reasons therefore. The persons or body referred to in the notice shall have no right of action against the CACC, or its officials, or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

18.16. Removal or Completion of a Penalty

The CACC Chief Steward and/or the CACC Regional Representative and/or the Board of Directors of CACC may remove a penalty, and/or upon completion of a penalty, will notify the person incurring the penalty that penalty has been rescinded or that the penalty has been served.

19. PROTESTS

19.1. The Right of Protest

The right of protest lies solely with participating drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction. Protests must be well founded.

A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence. A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason. Protests that are deficient in reason, logic, facts or evidence may be deemed as not well founded, and may be denied by the Steward(s) with no further recourse.

There shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations.

The onus is at all times on the driver, as the protestor, to establish the exact terms of the protest.

Drivers must remain at a competition until any protest period relating to their competition has elapsed. No substitute representation is permitted.

Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as may be requested by the Steward(s).

Competitors who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.

It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

A Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted.

Videotape, digital video or digital still images from any source will not be accepted or considered as part of a protest. Officials may use any physical evidence they deem useful.

19.2. Time Limits for Protests

For a protest to be considered it must be lodged with the Steward(s) in accordance with the following time schedule;

Protesting the Eligibility of a Kart Time Limit

> When the alleged ineligibility of a kart, or a component of a kart is apparent;
> within 30 minutes after the end of the track session in which the alleged infraction is observed.

Protesting On-Track Conduct Time Limit

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress;
within 30 minutes of the end of the track session in which the infraction is alleged to have occurred.

Protesting Results

A protest concerning the results of a qualifying session or the results of a race;
within 30 minutes of the posting of the results of the session.

19.3. Protest of a Kart

Only drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction, entered in an event in the same class may protest the eligibility of another kart. A protest can only be submitted by an individual, and cannot be collective.

In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated, and shall additionally stipulate the component(s) that are to be inspected. Components are defined as and include engine, chassis, tires, bodywork.

Such Inspections shall be performed under the direction of the Technical Inspector.

Failure of the entrant and/or driver of a protested kart to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties.

A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the fee is paid. Once the fee is paid, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.

If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Steward(s) the protest fee will not be refunded.

19.4. Lodging a Protest

The protest must be submitted on the official Protest Form provided by the organizer of the event. The Steward(s) or the Clerk of the Course/Race Director will be provided with copies of the approved Protest Form for distribution by the event organizer. All protests must be addressed to the Clerk of the Course/Race Director or the Steward(s).

Every protest shall be made in writing, and;

Specifying which part(s) of these Regulations, Club Regulations, Series Regulations or Event Supplementary Regulations considered to have been violated and by whom,

Providing names of witnesses, if any,

Signed by the driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction making the protest,

Accompanied by the required protest fee payable to the CACC.

Delivered to the Clerk of the Course/Race Director or the Steward(s) within the time limit specified within these Regulations.

The Protest must be completed in full without exception or it will be refused without further recourse. Once submitted, a Protest may not be modified and resubmitted.

19.5. Hearing of a Protest

The Steward(s) will form a Protest Board to hear protests. It is possible that Protests can be dealt with quickly. All parties concerned shall be given notice of the time and location of the hearing and must appear in person.

Failure of a party given notice to attend a hearing at a designated place and time will accept that a decision will be made without the participation of the absent party(s).

The Steward(s) shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by CACC.

The onus is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these or Club or Series or Event Supplementary Regulations shall be allowed.

The driver and their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction submitting the Protest must attend the Protest Hearing.

Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called. Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.

In the absence, or undue delay in attendance, of any party to a protest, judgment may proceed by default.

Every effort must be made to handle protests at the event where witnesses can present evidence pertaining to the protests.

Podium celebrations will proceed even if a Protest has not been heard or decided. All results will be considered Provisional and subject to change. Some awards may be withheld pending the publication of Final results which may be after the completion of the event.

19.6. **Judgment from a Protest Hearing**

All parties concerned shall be bound by the decision given, subject only to the Appeal Proceedings as provided in these Regulations.

19.7 Protest Fees

A. The protest fee shall be $100 for regional kart events. The protest fee must be held by the steward until the time limit for submission of an appeal has expired.

B. Costs of the hearing may be assessed by the steward against the protesters, the protested, and/or the organizing body.

C. CACC will retain a portion of the protest fees for administration expenses. $20.00 for regional kart events

D. The steward shall determine the disposition of all fees as follows:
   i. In all cases a minimum of $20.00 of a protest fee will be retained by CACC.
   ii. If the protest is deemed to be not well founded, the entire fee will be retained by CACC.
   iii. If the protest is deemed vexatious, the protester shall be deemed guilty of a breach of these regulations and shall forfeit the protest fee and may be further penalized for this breach.
   iv.

E. If the steward determines that a protest requires dismantling components of a vehicle to facilitate technical inspection, they may order that a reasonable teardown bond be posted with the stewards by the protester. The amount of the bond shall be decided by the steward but shall be a minimum of five hundred ($500.00) dollars. If the protest is upheld, the bond shall be returned to the protester. If the protest is denied, the steward shall rule that some or all of the bond be given to the protested. Portions of the bond not given to the protested shall be returned to the protester.

19.8 Notice of Decision

When a decision is made on a protest the person submitting the protest will be given a written explanation of the decision by the Protest Board.

Every effort must be made to resolve the protest before the competitor leaves the circuit where the event is being held.

19.9 Publication of Judgments

The CACC having jurisdiction shall have the right to publish or cause to be published a judgement of a protest and to state the names of all parties involved. The persons or bodies referred to in such a notice shall have no right of action against the CACC or against anyone printing or publishing said notice.

20. APPEALS

20.1. Intent To Appeal

Except where excluded in these Regulations, a driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction may submit an Intent To Appeal of a decision that was rendered by a Race Official or Protest Board on the required form.

The fee for an Intent To Appeal is $500.00 in cash only which must be submitted at the time of filing an Intent To Appeal. Any costs associated with an Appeal are the responsibility of the Appellant regardless of the outcome of the Appeal.

Submitting an Intent To Appeal does not mean the Appeal will be allowed automatically.

Appeal proceedings of the ASN are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.

It is the appellant's responsibility to understand and comply with these Appeal procedures, and no claim for misunderstanding of any kind will be accepted.

20.2. Grounds for Appeal Requests

The grounds for a Request For An Appeal are any of the following allegations;

The Race Official or Protest Board has dealt with the case using improper procedures.

New substantial evidence and/or expert testimony relating to the case that could not have been readily available at the time of the application of the original decision by the Race Official.

An Appeal will not be granted for a repeat presentation of the original protest.

20.3. Time Limit

The Intent To Appeal form must be submitted to the Steward(s) within 30 minutes of a decision of a Race Official or decision of a Protest Board which will be time stamped.

The Steward(s)/ASN will determine the Appeal process and timing based on the nature of the appeal.

A Request For An Appeal letter, signed by the appellant, must be submitted in an absolutely clear and legible form otherwise it may be denied without further action.

A Request For An Appeal may be withdrawn with the agreement of the CACC. If the appeal is withdrawn the appeal fee will be retained by CACC. An Appeal that is withdrawn cannot be modified and resubmitted.

20.4. Effect of Requesting an Appeal

Notice of Request For An Appeal shall not affect the validity of enforcement of any decision, penalty or sentence appealed against.

The Steward(s), if notified of intention to submit a Request For An Appeal, may permit a competitor to continue to participate in a competition if the matter arises during the course of an event.

This decision itself cannot be appealed. The Steward(s) may require that awards which may be affected by the outcome of the appeal to be withheld pending the outcome of a Request For An Appeal.

20.5. Required Submissions

A Request For An Appeal shall only be submitted in person, by mail, courier or email. It is the responsibility of the person submitting the Request For Appeal to confirm that it has been received the CACC within the time limit.

A Request For An Appeal must contain sufficient information to allow the CACC to determine how a dispute will be managed, and whether or not formal Appeal Proceedings will take place. Failure of the appellant to provide sufficient information will result in the rejection of the appeal without a hearing and forfeiture of the appeal fee.

A Request For An Appeal shall specify in full;

The grounds for claiming that the Race Official acted improperly, clearly indicating which part(s) of any Regulations are considered to have been enforced in a manner that was not fair or equitable to the appellant.

A complete description of any new evidence and/or expert testimony and how it may affect the original protest decision.

A list of witnesses, and their telephone numbers, that the appellant may wish to call, a description of their involvement in the incident in question, and the general nature of their testimony.

The Request For An Appeal shall bear the signature of the appellant or an authorized representative of the appellant accompanied by a letter authorizing the representative to act on behalf of the appellant and shall include the address to which communications should be sent with a telephone number, and a fax number if available.

Videotape, digital video or digital still images will from any source will not be accepted or considered as part of a protest. The Appeal Board may use any physical evidence they deem useful.

Appeals that are deemed not well founded or deemed frivolous and/or vexatious will be denied with no further recourse. In such instances further penalties may be applied.

20.6. Decision to Grant an Appeal

The CACC will decide if a Request For An Appeal is well founded.

The CACC reserves the right to settle any dispute that may be referred to in a Request For An Appeal without submitting the case to Appeal Proceedings.

20.7. Appeal Proceedings

An Appeal may be handled administratively by the CACC without a formal hearing.

When a formal hearing is deemed necessary by the CACC, an Appeal Chairperson will be appointed by the CACC Chief Steward or the CACC Regional Representative. The Appeal Chairperson will attempt to convene and hear an appeal no later than 1 week after the decision to grant an appeal hearing.

Notice to the appellant indicating the time and place for the hearing will be given. It is incumbent upon the appellant to assemble any witnesses at the appointed place and time.

Failure of a party given notice to attend a hearing at a designated place and time will accept that a decision will be made without the participation of the absent party(s).

The driver and their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction who submitted the Request For Appeal must attend the Appeal Hearing.

At a formal Appeal Hearing the appellant may present evidence and may call witnesses. The appellant may have counsel present with the permission of the Appeal Chairperson but must always present their case personally.

The Appeal Chairperson may hear evidence and witnesses in any manner deemed by the Chairperson to be appropriate, relevant or necessary.

20.8. Jurisdiction of Appeal Proceedings

Appointees to Appeal Proceedings shall not participate or sit in judgment if they have taken part as competitors, officials, organizers, promoters or sponsors in the competition which involves the subject of the appeal, or who have been directly involved in the matter under consideration.

20.9. Judgment of Appeal Proceedings

After considering the material deemed relevant to reach a decision, an Appeal Chairperson shall prepare a written judgment. An existing penalty may be nullified, mitigated, affirmed, increased, or a different penalty imposed. A competition cannot be rerun nor an event schedule revised.

20.10. Appeal Judgment is Final

Appeal judgments constitute the final court of appeal to settle any dispute arising out of or in connection with a Club or Series competition and no further action may be taken by the appellant.

20.11. Conduct After Judgment

Any participant who, subsequent to an Appeal judgment, discredits or attempts to discredit the judgment shall be subject to disciplinary action.

21. ASN JURISDICTION ON DISPUTES

A CACC affiliated Kart Club or CACC Regional Representative may request advice from the ASN office concerning Penalties, Protests, Appeals or disputes involving Club or Regional karting competition.

22. STARTING LIGHT SYSTEMS

Where the event organizer intends to use a light system for starting races, the organizer shall provide the following light system that must be used for the official start;

The lights have the following meanings;

RED LIGHTS switched ON: prepare to start racing.

RED LIGHTS switched OFF: the race has started, take the start.

Flashing AMBER (YELLOW) LIGHTS: aborted start, you are required to start another formation lap.

Light Sequence for Standing Starts:

All lights switched OFF.

RED lights switched ON with the time lapse between switching ON the RED lights and switching them OFF being between three (3) and eight (8) seconds.

Flashing AMBER (YELLOW) LIGHTS: aborted start, start another formation lap.

Light Sequence for Rolling Starts:

All lights switched OFF.

RED lights switched ON, prepare to start racing, RED light switched OFF, the race has started, take the start.

Flashing AMBER (YELLOW) LIGHTS: aborted start, start another formation lap.

All lights used for signaling at the start of a race must be able to be clearly seen by all drivers seated in their karts in the normal driving position.

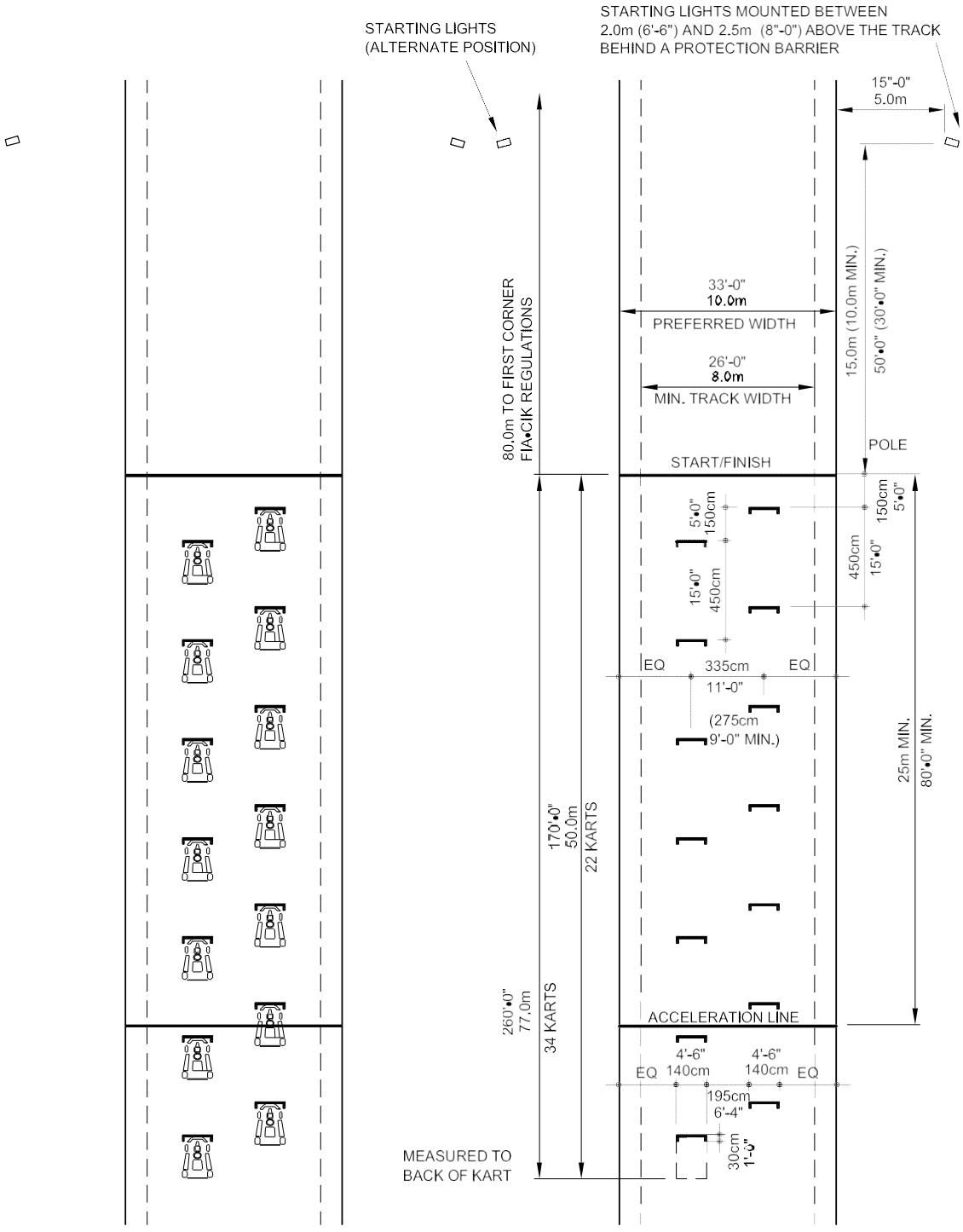
The RED lights must be mounted directly above the AMBER (YELLOW) lights.

The lights must be as large as possible and practical and at least as large and intense as the permanent traffic lights used to control public roads. All the lights must be duplicated in case of bulb failure. Once the start is given, all lights must be switched off.

The switching circuit must enable any of the following conditions;

All lights OFF. RED lights ON alone. RED lights ON alone replaced by all lights off (one switch operation). RED lights ON alone replaced by flashing AMBER (YELLOW) light (one switch operation). All lights OFF replaced by flashing AMBER (YELLOW) light (one switch operation).

23. STANDING START GRID LAYOUT AND MARKINGS (TO BE ADJUSTED)



WHEN LAYING OUT STARTING GRIDS USE EITHER METRIC OR IMPERIAL DIMENSIONS. NOT BOTH

REVISED 2007

PAINT MARKINGS TO BE 10cm (4") WIDE MIN. 12cm (5") MAX. - COLOUR TRAFFIC WHITE
OR
PAINT MARKINGS TO BE A 15cm (6") DIA. CIRCLE AT CENTER OF EACH ROW - COLOUR TRAFFIC WHITE OR ORANGE

24. STANDARD PENALTY GUIDELINES

This chart is to be used as a guide for officials in the consistent application of penalties.

Penalties for violations, whether they are listed here or not, are to be applied according to the ASN CANADA FIA Canadian Karting Regulations. Violations are referenced to specific regulations where possible. (1-6.1 refers to Book 1, Regulation 6.1)

Penalties for each violation are listed in the order of application or severity from the top down. The officials may determine the severity of a penalty based on the circumstances of the violation.

Violation	Practice Sessions	Qualifying	Heat and Pre-Final Races	Final Races
Participant Behaviour				
1-6.1, 1-17.3.f) Unsportsmanlike conduct	- Fine - Exclusion - Request for Suspension	- Fine - Exclusion - Request for Suspension	- Fine - Exclusion - Request for Suspension	- Fine - Exclusion - Request for Suspension
1-10.2. Participating in the wrong practice session or going out in the wrong class or in the wrong group	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Exclusion	- Exclusion
1-11.2. Arriving late or missing a Driver's Briefing	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)
1-11.3.a), 1-9.1, 2-3.4 Driving a kart registered to another competitor or in an unregistered kart or use of unauthorized equipment	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion - Request for Suspension	- Exclusion of both registered driver and unauthorized driver of kart - Request for Suspension	- Exclusion of both registered driver and unauthorized driver of kart - Request for Suspension	- Exclusion of both registered driver and unauthorized driver of kart - Request for Suspension
1-11.7 Receiving assistance after leaving the Pre-Grid	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
1-11.20 Team member or mechanic approaching a driver at the scales		- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Fine - Scored in last place - Start at the rear next race - Exclusion	- Fine - 1 Position (Min.) - Scored in last place - Exclusion
1-13.2 Starting or running an engine in the Paddock	- Fine - Start at the rear first race - Exclusion	- Fine - Start at the rear first race - Exclusion	- Fine - Scored in last place - Start at the rear next race - Exclusion	- Fine - Scored in last place - Exclusion
1-13.2 Starting or running an engine in the designated area for longer than 10 seconds or more than once prior to an on track session	- Fine - Start at the rear first race - Exclusion	- Fine - Start at the rear first race - Exclusion	- Fine - Scored in last place - Start at the rear next race - Exclusion	- Fine - Scored in last place - Exclusion
1-17.3.e) Abuse (physical or verbal) of another competitor or official	- Fine - Start at the rear first race - Exclusion - Request for Suspension	- Fine - Start at the rear first race - Exclusion - Request for Suspension	- Fine - Scored in last place - Start at the rear next race - Exclusion - Request for Suspension	- Fine - Exclusion - Request for Suspension
1-17.3.d) Disobeying instructions from, refusing to cooperate with, interfering with or obstructing the action of an official	- Fine - Start at the rear first race - Exclusion - Request for Suspension	- Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion - Request for Suspension	- Fine - 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion - Request for Suspension	- Fine - Exclusion - Request for Suspension
1-19.2 Submitting a vexatious protest.	- Forfeit protest fee ($500) - Exclusion - Request for suspension	- Forfeit protest fee ($500) - Exclusion - Request for suspension	- Forfeit protest fee ($500) - Exclusion - Request for suspension	- Forfeit protest fee ($500) - Exclusion - Request for suspension
Race Start Procedures				
1-11.7 Using any route other than the official track configuration to regain a place			- 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - Scored in last place - Exclusion

Violation	Practice	Qualifying	Heat and Pre-Final Races	Final Race
1-11.7, 1-11.9, Being out of position during the formation laps or on the start			- 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - Scored in last place - Exclusion
1-11.9 Gaining positions during the second formation lap			- 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - Scored in last place - Exclusion
1-11.12 Stopping outside official grid position on a standing start			- 1 Position (Min.) - Scored in last place - Start at the rear next race - Scored in last place	- 1 Position (Min.) - Start at the rear of the grid - Scored in last place
1-11.12 Getting out of the seat or attempting to restart a stalled kart on the grid before the start signal is given on a standing start			- Start at the rear next race - Scored in last place - Exclusion	- Start at the rear of the grid - Scored in last place - Exclusion
1-11.13, 1-15 False/jump start			- 1 Position (Min.)	- 1 Position (Min.)
1-11.15.a) Deliberately causing a an improper start or a restart			- 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - Start at the rear of the grid - Exclusion
11.11. Race Starts – Rolling Start with Marked Lanes				
1-11.11.b) Failing to maintain the speed of the pack during the approach to the Start Line			- 10 seconds	- 10 seconds
1-11.11.b) Partly crossing the limits of the marked lane prior to the Start Signal			- 3 seconds	- 3 seconds
1-11.11.b) Completely leaving the limits of the marked lane prior to the Start Signal			- 10 seconds	- 10 seconds
1-11.11.f) False or jump start (One may be allowed)			- Drivers can be moved to a different row - Up to 20 seconds	- Drivers can be moved to a different row - Up to 20 seconds
1-12 Flag Signals				
Pass under Yellow Flag	- Warning	- Loss of fast time (Min.)	- 1 Position (Min.)	- 1 Position (Min.)
Pass under Yellow Flag after Checkered Flag	- Warning - Fine ($10.00 Min.)	- Warning - Fine ($10.00 Min.)	- Warning - Fine ($20.00 Min.)	- Warning - Fine ($20.00 Min.)
Disobey Black Flag or Black Flag with Kart Number	- Fine ($50.00 Min.) - Start at the rear first race - Exclusion - Request for Suspension	- Fine ($50.00 Min.) - Start at the rear first race - Exclusion - Request for Suspension	- Fine ($50.00 Min.) - Scored in last place - Start at the rear next race - Exclusion - Request for Suspension	- Fine ($50.00 Min.) - Exclusion - Request for Suspension
Disobey Blue Flag	- Warning	- Warning - Black Flag - Start at the rear first race - Exclusion	- Warning - Black Flag - Scored in last place - Start at the rear next race - Exclusion	- Warning - Black Flag - Scored in last place - Fine ($50.00 Min.) - Exclusion
Disobey Black Flag w. Orange Disk	- Warning	- Loss of fast time (Min.) - Black Flag - Start at the rear first race - Exclusion	- 1 Position (Min.) - Black Flag - Scored in last place - Start at the rear next race - Exclusion	- Black Flag - Scored in last place - Fine ($50.00 Min.) - Exclusion
Disobey Blue with Red X Flag				- Black Flag - Exclusion - Fine ($50.00 Min.)
Disobey Blue with Red X Flag, interfering with overtaking karts				- Black Flag - Exclusion - Fine ($50.00 Min.)

Driver Conduct				
Violation	Practice	Qualifying	Heat and Pre-Final Races	Final Race
1-5.1 Not wearing the required drivers racing equipment	- Black Flag - Start at the rear first race - Fine - Exclusion	- Black Flag - Start at the rear first race - Fine - Exclusion	- Black Flag - Scored in last place - Start at the rear next race - Fine - Exclusion	- Black Flag - Scored in last place - Fine - Exclusion
1-11.7 Burnouts or tire scrubbing	- Fine	- Loss of fast time (Min.)	- 1 Position (Min.)	- 1 Position (Min.)
1-11.14 Restarting a kart when not allowed or improper restart	- Black Flag	- Black Flag - Loss of fast time (Min.) - Start at the rear first race	- Black Flag - Scored in last place - Start at the rear next race	- Black Flag - Scored in last place - Exclusion
1-11.15.d), 1-15 Deliberately causing a Red flag	- Fine - Exclusion	- Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
1-13.3 Speeding in pit lane	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)
1-13.10 Driving a kart in restricted/pit or paddock including public roads	- Fine - Start at the rear first race - Exclusion	- Fine - Start at the rear first race - Exclusion	- Fine - Scored in last place - Start at the rear next race - Exclusion	- Fine - Exclusion
1-14.1.b) and p) Failure to raise an arm entering or exiting the track	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)	- Fine ($10.00)
1-14.1.c) Driving counter-race	- Fine - Start at the rear first race - Exclusion	- Exclusion - Fine	- Exclusion - Fine	- Exclusion - Fine
1-14.1.f) Short cutting the track whether and advantage is gained or not	- Fine - Loss of fast time (Min.) - Start at the rear first race	- Loss of fast time (Min.) - Start at the rear first race	- 1 Position (Min.) - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - Scored in last place - Exclusion
1-10.12 Unauthorized passing of the Finish Line after display of checkered flag. (taking an extra lap)	- Warning - Fine ($20.00)	- Warning - Fine ($20.00)	- Warning - Fine ($20.00)	- Warning - Fine ($20.00)
1-14.1.k) Gain of position or advantage by driving off marked race track	- Warning	- Warning - 1 Position (Min.)	- 1 Position (Min.)	- 1 Position (Min.)
1-14.1.l) Appearance of lack of control of a kart including leaving the marked track, jumping up in the seat, looking away from the direction of travel, ducking of the head behind the steering wheel, looking behind.	- Warning - Black Flag - Exclusion	- Loss of fast time (Min.) - Start at the rear first race - Black Flag - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Exclusion
1-14.1.m) Being a hazard to other competitors	- Black Flag - Exclusion	- Black Flag - Exclusion	- Black Flag - Exclusion	- Black Flag - Exclusion
1-14.1.n) Unauthorized repairs on the course	- Black Flag	- Black Flag - Loss of fast time (Min.)	- Black Flag - Scored in last place - Start at the rear next race	- Black Flag - Scored in last place - Exclusion
1-14.2, 1-15 Preventing or impeding a legitimate passing maneuver	- Warning - Black Flag - Start at the rear first race - Exclusion	- Warning - Loss of fast time (Min.) - Black Flag - Start at the rear first race - Exclusion	- Warning - Black Flag - Scored in last place - Start at the rear next race - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Scored in last place - Exclusion

Violation	Practice	Qualifying	Heat and Pre-Final Races	Final Race
1-15 Having caused a collision intentionally or unintentionally	- Warning - Black Flag - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Warning - Loss of fast time (Min.) - Black Flag - Start at the rear first race - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Scored in last place - Start at the rear next race - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Scored in last place - Exclusion
1-15 Forcing another driver off the track intentionally or unintentionally	- Warning - Black Flag - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Warning - Loss of fast time (Min.) - Black Flag - Start at the rear first race - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Scored in last place - Start at the rear next race - Exclusion	- Warning - 1 Position (Min.) - Black Flag - Scored in last place - Exclusion
1-15 Gain of position from contact			- 1 Position (Min.) - 10 seconds - Scored in last place - Start at the rear next race - Exclusion	- 1 Position (Min.) - 10 seconds - Scored in last place - Exclusion
Technical Infractions				
1-10.14 Underweight		- Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
1-10.15 Exceeding allowed noise limits	- Warning - Black Flag	- Warning - Black Flag - Loss of fast time (Min.) - Start at the rear first race	- Warning - Black Flag - Scored in last place - Start at the rear next race	- Warning - Black Flag
1-11.15 Authorized repairs after a Red Flag			- Scored in last place - Start at the rear next race	- Start at the rear of the grid
1-11.15 Unauthorized repairs after a Red Flag		- Exclusion	- Exclusion	- Exclusion
1-11.20 Not passing over the scale or leaving the scale area		- Start at the rear first race	- Scored in last place - Start at the rear next race	- Exclusion
1-18.11.a) Loose heat protective wrapping on a 4-cycle header/silencer	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk
1-18.11.b) Loss of header/silencer on a 4-cycle kart	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at the rear first race	- Black Flag w. Orange Disk - Scored in last place - Start at the rear next race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
1-18.11.c) Loss of intake silencer on a 2-cycle kart	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at the rear first race	- Black Flag w. Orange Disk - Scored in last place - Start at the rear next race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
2-11 Loose bodywork including side pods, front fairings, rear protection, bumpers, chain guard if judged by officials to be a hazard.	- Fine ($10.00 Min.) - Black Flag w. Orange Disk	- Fine ($10.00 Min.) - Black Flag w. Orange Disk - Start at the rear first race	- Fine ($20.00 Min.) - Black Flag w. Orange Disk - Scored in last place - Start at the rear next race	- Fine ($20.00 Min.) - Black Flag w. Orange Disk - Scored in last place - Exclusion
1-18.11.d), 2-11 Loss of bodywork including side pods front fairings, rear protection, bumpers, chain guard whether or not Black Flag w. Orange Disk is shown.	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at the rear first race	- Black Flag w. Orange Disk - Scored in last place - Start at the rear next race	- Black Flag w. Orange Disk - Scored in last place - Exclusion
1-18.11.e) Absence, loss or looseness of any piece of driver safety equipment	- Black Flag w. Orange Disk - Fine	- Black Flag w. Orange Disk - Fine - Loss of fast time (Min.) - Start at the rear first race - Exclusion	- Black Flag w. Orange Disk - Fine - Scored in last place - Start at the rear next race - Exclusion	- Black Flag w. Orange Disk - Fine - Exclusion

Violation	Practice	Qualifying	Heat and Pre-Final Races	Final Race
1-18.11.f) Any on track technical infraction deemed necessary by officials	- Black Flag w. Orange Disk	- Black Flag w. Orange Disk - Start at the rear first race - Exclusion	- Black Flag w. Orange Disk - Scored in last place - Start at the rear next race - Exclusion	- Black Flag w. Orange Disk - Scored in last place - Exclusion
2-3.3 Unauthorized repairs or Replacement after Technical Marking		- Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
2-3.4, 2-4 Tech Sheet or Passport incomplete or missing		- Fine ($50.00 Min.) - Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
2-4 Serial numbers missing on Tech Sheet or Passport or the use of unlisted equipment		- Fine ($50.00 Min.) - Start at the rear first race - Exclusion	- Scored in last place - Start at the rear next race - Exclusion	- Exclusion
2-5 Missing, incorrect, un-crimped or broken seals on engine, chassis or tires		- Fine ($50.00 Min.) - Start at the rear first race	- Scored in last place - Start at the rear next race	- Exclusion
2-6.d) Not proceeding to Parc Fermé as instructed/required		- Fine ($50.00 Min.) - Start at the rear first race	- Fine ($50.00 Min.) - Scored in last place - Start at the rear next race	- Fine ($50.00 Min.) - Exclusion
2-6.j) and k) Technical Infraction during inspection		- Exclusion - Start at the rear first race	- Exclusion - Start at the rear next race	- Exclusion
2-9 Using unauthorized or additional tires		- Exclusion - Start at the rear first race	- Exclusion - Start at the rear next race	- Exclusion
2-3.4.d) A cracked or broken header/silencer that does not pass technical inspection		- Exclusion - Start at the rear first race	- Exclusion - Start at the rear next race	- Exclusion
2-19 Failing fuel test		- Exclusion - Start at the rear first race	- Exclusion - Start at the rear next race	- Exclusion

Violation of Regulations – Repeated Violations: (Book 1, Sporting Regulation 17.4)

Repeated breaches of the Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.

In cases of incidents that involve multiple violations, consecutive penalties may be imposed.

Combinations of penalties may be assessed.

Scale of Penalties: (Book 1, Sporting Regulation 18.1)

Penalties may be inflicted as follows in order of increasing severity:

Reprimand (blame);
monetary fine;
position penalty;
time penalty;
distance penalty;
exclusion;
Suspension (only by CACC);
Disqualification (only by CACC).

Probation: (Book 1, Sporting Regulation 18.13)

A driver who has repeat or multiple violations may be put on probation with conditions applied as part of their continued participation.

HOW TO PROPERLY FIT AN ARAI HELMET

This card is designed only as a condensed version of your Arai Fit Video.
It should be used as a reference only after viewing the video.

THE CUSTOMER:

Unless this is your customer's very first motorcycle helmet, be prepared for them to "help" you fit them, like telling you they already know their size, etc. Politely tell them that, to you, it's not a "helmet", it's an "Energy Management System", a device whose main job is to manage the energy of an impact. In order to do its job effectively it must fit a certain way, and your job is to help determine that proper fit. This statement should change their minds and persuade them to let you do your job.

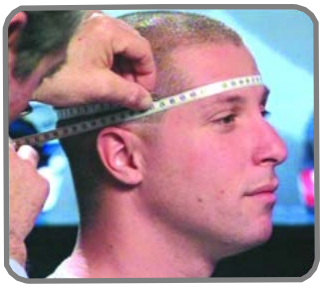
VISUAL EXAMINATION:

Begin with a visual examination of the customer's head shape. Head shape is as important to a proper fit as head size. Is the head round or long? Does the eyebrow area protrude from the forehead, or is it level with the forehead? Does the forehead protrude, is it flat, or does it slope back from the brow? Is the back of the head "pointed" or flat? Does the customer have a lot of hair, or little or none? Are the cheeks full, or even with the facial structure, or sunken? (As the Arai video explains, some customers – especially those who wear helmets that are too large – have full faces, and can make the mistake of wearing helmets that fit their face instead of their head.)

THE MEASUREMENT:

Measuring the customer's head is the starting point for the sizing procedure. Due to varying shapes, heads that are apparently the same size when measured by a tape may not necessarily fit the same size helmet. You are trying to find the longest distance around the customer's head, at eyebrow level, above the ears. It may require several different attempts to establish the longest possible measurement, but it is absolutely essential to getting the right fit.

NOTE: Be sure to use an accurate measuring device that shows inches (in) and centimeters (cm). They are obtainable at any fabric store.



TRYING ON THE HELMET:

1. First, have the customer grab the helmet by the chin straps, with the front of the helmet facing him and the top of the helmet facing down.
2. He should place the thumbs on the inside surface of the straps and balance the helmet with his index fingers.
3. Then, spreading the helmet apart by the straps, have him slip the helmet down over the head. This may take a bit of practice and extra instruction, so pay particular attention to this step.

If you see that the helmet slides down on his head with little or no resistance, you have your first indication that it may be too large. Obviously, if it will not slide down over the head at all it is too small. Many people unfamiliar with proper helmet fit are reluctant to pull down if they meet resistance as the helmet goes on. Only if the helmet is impossible to put on should you move up to the next size larger, since helmets that go on snug generally fit very well once they are all the way on. Remember, most people left to their own devices will select a helmet that is too large for them. The eyes should be approximately in the center of the eye port with the top edge of the liner padding just above the eyebrows.

CHECKING HORIZONTAL AND VERTICAL MOVEMENT:

While the customer is wearing the helmet, look carefully at the way it fits. Check to see if the cheek pads are in contact with the cheeks. Is there excess pressure on the cheeks? In most Arai models the cheekpads/earcups can be removed to verify the fit around the crown of the head if necessary, and replaced with thicker or thinner units to fit the face better. If there is a problem in the fit around the facial areas, you should consider completely removing the cheek pads, and then fit alternate

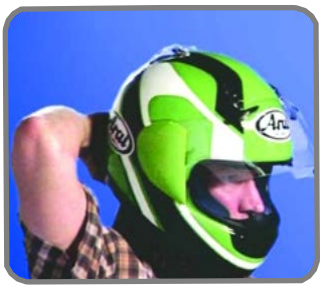
cheekpad thickness until the proper comfort level is achieved. You may choose, in the case of a customer with a particularly broad facial structure, to remove the cheekpad set completely to get their head into the interior of the helmet to prove that the circumference is correct. Then, address facial fit by adjusting the thickness of the cheek pads. (Obviously, as a retailer, having a selection of cheekpads in thicknesses to fit the varying models is going to be essential to this process.)

Look for gaps between the temples and the crown padding. Check the back of the helmet where the neck roll makes contact with the neck. Does it touch at all? Or is it pushing the helmet away at the rear, causing it to roll down over the eyes in front? After you have made your visual check, grab the helmet in your hands, one hand on either side, and try to rotate the helmet from side to side. Note any movement of the skin while doing this, as well as the amount of resistance to movement while the customer holds his head steady. The helmet padding should not slide easily over the skin, but should pull the skin in the direction of rotation. Next, check movement up and down, again noting skin movement and resistance. If there was little or no skin movement in either the vertical or horizontal tests, and/or the helmet moved very easily, the helmet is too large. A properly fitted helmet will cause the skin to move as the helmet moves – and the wearer will feel as if evenly-distributed pressure is being exerted around the head.

NOTE: *Helmets are a little like boots, in that they will break-in a bit. For this reason, the best attitude to have when fitting is that the helmet should be as snug as possible, without being painful.*

RETENTION CHECK:

WARNING: This test may be a little uncomfortable for the customer, but it is very important! Have the customer tightly fasten the chin strap so you can check it. After the strap has been tightly fastened, and while holding his head steady, have him reach over the top of the helmet and grab the back of the helmet's bottom edge with one or both hands. Then ask him to try to roll the helmet forward off his head. If it comes off, or comes close to coming off, it is too large or it is not the proper fit.



PRESSURE POINT CHECK:

Have him unfasten the chin strap and remove the helmet. Immediately after the helmet has been removed, observe coloration of the skin at the forehead and cheeks. A reddening of the skin in a small area may indicate a pressure point. Pressure points sometimes are not noticed by the wearer for several minutes, or even hours later. They sometimes cause headaches, and are at the least, uncomfortable. If you notice a pressure point, or the customer experienced discomfort there while wearing the helmet, it's too small or is the wrong interior shape. Before going to a larger size, have the customer try one or more of the other Arai interior shapes in the same size to see if the pressure points are relieved.

THE ROLE OF HEAD SHAPE IN FITTING AN ARAI HELMET

As said above, the shape of the head – the relationship between length and width – are as important as head size in properly fitting a helmet. Arai now offers three interior fit shapes for full-face helmets, based on the following:

The traditional Arai fit - the ***"Long Oval"*** — in which the head length is distinctly narrow side-to-side, combined with a longer front to back measurement. Arai's Long Oval shell shape is currently available in the Signet, Renegade and Tracker GT series.

The transitional fit - the ***"Round Oval"*** — in which the head is distinctly rounder, length and width being almost even. These shapes are typically very easy to see when you are looking at the consumer face-to-face, from eye to eye, as well as from the profile. Arai's Round Oval shell shape is currently available in the Quantum series. (The RX-7 series has a "relaxed" Round Oval shell shape, which is not quite as pronounced as the Quantum's.)

The bridge fit - the ***"Intermediate Oval"*** — a round shape, but with considerably more forehead length in it. This shape "bridges" the gap between the two previous shapes. Arai's Intermediate Oval shell shape is currently available in the Astral series.

Arai's Motocross and off-road helmets – the VX and MXC series - as well as our three-quarter open-face helmet lines - the Classic and SZ Series - do not share the multiple-fit packages. These are built on a single-fit package that runs in the middle of the shape range. This is because Arai has had very little problem fitting customers choosing these products, within the single-fit package.

IN CLOSING:

Arai is widely considered to be the world's best helmet. Let's make sure the customer gets the best service possible in the fitting of their helmet, to provide them with the satisfying, trusting Arai experience.

26. CACC STANDARD KARTING FORMS

Pre-Technical Inspection Self-Declaration
Notice of Infraction
Notice of Penalty
Notice of Decision
Protest Form
Intent To Appeal
Refusal of Appeal
Scale Log
Race Control Log
Technical Inspection Log

Pre-Technical Inspection Self-Declaration

Event:

Date:

Fill in form completely PRIOR to Registration. Print in BLOCK letters.				
Driver Name:		**Class:**		**No:**
Chassis Make/Model:	**1.**		**Serial No:**	
Engine Make/Model: (As per Regulations per class)	**1.**		**Serial No:**	
			Seal No:	
	2.		**Serial No:**	
			Seal No:	
Oil Brand/Type (2-Cycle):			**Mixing Ratio:**	

Transponder No:	

Driver Protection			Competitor Checked & OK
Helmet: Full Coverage (Full Face) with visor. Including Snell M2005, SA2005, K2005, M2010, SA2010, K2010, SAH2010,SA2015, Snell-FIA CMS2007, CMR2007, SFI 24.1 (Youth Helmet), FIA 8860-2004, FIA 8860-2010	Enter the helmet rating from inside your helmet.		
Rib Protector: Unaltered designed for motorsport use.			
Drivers Suit and Apparel: Karting design. Abrasion resistant shoes and gloves.			
Long Hair Protection: Balaclava/head-sock required if hair extends beneath helmet level.			√
Competition Numbers and Number Panels			
Number Panels: (4): 1-Front center, 2-Sides vertical, 1-Rear. Yellow background.			
Numbers: Black – Min. 6” (15 cm) high, 1” (2.5 cm) wide stroke. Cadet Min. 5” (13 cm) high.			
Chassis			√
Frame Condition and Chassis Welds: No visible cracking.			
Axles and Bearings: No excessive play.			
Wheels & Tires: No visible damage.			
Steering Components: No excessive play.			
Seat Mounting and Supports: No visible cracking.			
Bodywork Mounting and Supports: Securely fastened as per Regulations.			
Ballast Weights: Properly secured.			
Brakes: Proper function. Adequate brake pad thickness. No visible cracking.			
Chain/Oil Guard: Must be in place and as per Regulations.			
Throttle: Throttle not sticking. Return spring operational.			
Fluids			√
Fuel System: Tank, mounts, lines and cap.			
Fluid Lines: Hoses/connectors: brake, water, oil. Breathers and catch cans - clamps and mounting.			

Competitor’s Declaration: The undersigned acknowledges that at all times it is the competitor’s responsibility to ensure that the karts and components entered and used in the competition at all times meets the technical requirements for the class throughout the entire race event.

Grid Mechanic Name:	**Driver/Mechanic Signature:**

Mark of Event Registrar:

NOTICE OF INFRACTION / AVIS DE INFRACTION

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Kart Number / Numéro du kart: Class / Classe: Session / Session:

Rule Infraction / Infraction au règlement:

Penalty / Pénalité:

Official / Officiel: Time / Heure:

NOTICE OF INFRACTION / AVIS DE INFRACTION

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Kart Number / Numéro du kart: Class / Classe: Session / Session:

Rule Infraction / Infraction au règlement:

Penalty / Pénalité:

Official / Officiel: Time / Heure:

NOTICE OF INFRACTION / AVIS DE INFRACTION

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Kart Number / Numéro du kart: Class / Classe: Session / Session:

Rule Infraction / Infraction au règlement:

Penalty / Pénalité:

Official / Officiel: Time / Heure:

NOTICE OF PENALTY / AVIS DE PÉNALITÉ

(PLEASE PRINT) (S.V.P. REMPLIR)

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Competitor Information / Informations sur le compétiteur

Name / Nom:

Kart Number / Numéro du kart:

Class / Classe:

Rule Infraction:
Quote the exact rule number being violated. Check beside the rule book quoted below:

Infraction au règlement:
Mentionnez le numéro exact du règlement violé. Vérifiez l'information dans les livres de règlements mentionnés ci-après:

( ) CACC Karting Regulations/Règlement Karting de CACC
( ) Supplementary regulation. Specify. / Règlements supplémentaires. Spécifiez.

Ruling / Jugement:

Steward / Commissaire	Clerk of the Course / Directeur de Course	Technical Delegate / Délégué Technique
Print Name / Nom (en lettres moulées)	Print Name / Nom (en lettres moulées)	Print Name / Nom (en lettres moulées)

ENSURE THAT 1 COPY IS GIVEN TO THE COMPETITOR AND 1 COPY IS RETAINED FOR THE RECORD
ASUSREZ-VOUS QU'UNE (1) COPIE EST REMISE AU COMPÉTITEUR ET QU'UNE (1) COPIE EST CONSERVÉE POUR LES DOSSIERS

NOTICE OF DECISION / AVIS DE DÉCISION

(PLEASE PRINT) (S.V.P. REMPLIR)

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Competitor Information / Informations sur le compétiteur

Name / Nom:

Kart Number / Numéro du kart:

Class / Classe:

Rule Infraction:
Quote the exact rule number being violated. Check beside the rule book quoted below:

Infraction au règlement:
Mentionnez le numéro exact du règlement violé. Vérifiez l'information dans les livres de règlements mentionnés ci-après:

( ) CACC Karting Regulations/Règlement Karting de CACC
( ) Supplementary regulation. Specify. / Règlements supplémentaires. Spécifiez.

Ruling / Jugement:

Steward / Commissaire	Clerk of the Course / Directeur de Course	Technical Delegate / Délégué Technique
Print Name / Nom (en lettres moulées)	Print Name / Nom (en lettres moulées)	Print Name / Nom (en lettres moulées)

ENSURE THAT 1 COPY IS GIVEN TO THE COMPETITOR AND 1 COPY IS RETAINED FOR THE RECORD
ASUSREZ-VOUS QU'UNE (1) COPIE EST REMISE AU COMPÉTITEUR ET QU'UNE (1) COPIE EST CONSERVÉE POUR LES DOSSIERS

PROTEST FORM / FORMULAIRE DE PROTÊT

(PLEASE PRINT) (S.V.P. REMPLIR)

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Competitor Information (SUBMITTING PROTEST) / Informations sur le compétiteur (PROTÊT PRÉSENTÉ)

Name / Nom:

Kart Number / Numéro du kart:

Class / Classe:

Protest Details:
(Refer to the specification/regulation in CACC Karting Regulations or any supplemental regulations in force for the event. The protest must refer to same by section, paragraph number and article number. Incomplete protest forms will not be accepted.)

Détails sur le protêt:
(Se référer aux spécifications/ règlement du Règlement Karting de CACC ou aux règlements supplémentaires en vigueur pour l'événement. Le protêt doit référer à une section, un numéro de paragraphe et un numéro d'article. Les formulaires de protêt incomplets ne seront pas acceptés.)

_____

SIGNATURE

COMPETITOR TO SUBMIT THIS FORM TO THE STEWARD OR CLERK OF THE COURSE
LE COMPÉTITEUR DOIT PRÉSENTER CE FORMULAIRE AU COMMISSAIRE OU DIRECTEUR DE COURSE

INTENT TO APPEAL FORM / FORMULAIRE D'INTENTION D'APPEL

(PLEASE PRINT) (S.V.P. REMPLIR)

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Competitor Information (SUBMITTING INTENT TO APPEAL) /

Informations sur le compétiteur (SOUMETTANT L'INTENTION D'APPEL)

Name / Nom:

Kart Number / Numéro du kart:

Class / Classe:

Intent To Appeal Details:
(Refer to the specification/regulation in CACC Karting Regulations or any supplemental regulations in force for the event. Incomplete Intent To Appeal forms will not be accepted.)

Intention d'appel de details:
(Faites référence aux règlements CACC Karting Regulations ou aux règlements particuliers en vigueur pour l'événement. Les formulaires d'intention d'appel incomplets ne seront pas acceptés.)

_____

SIGNATURE

COMPETITOR TO SUBMIT THIS FORM TO THE STEWARD OR CLERK OF THE COURSE
LE COMPÉTITEUR DOIT PRÉSENTER CE FORMULAIRE AU COMMISSAIRE OU DIRECTEUR DE COURSE

REFUSAL OF APPEAL / REFUS D'APPEL

(PLEASE PRINT) (S.V.P. REMPLIR)

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Competitor Information / Informations sur le compétiteur

Name / Nom:

Kart Number / Numéro du kart:

Class / Classe:

Rule Infraction:
(Refer to Notice of Penalty and provide explanation below.)

Infraction au règlement:
(Se référer à la Avis de Pénalité et fournir les explications ci-après.)

I _____
Competitor (PRINT NAME)
Waive all rights of appeal to the technical penalty from the event listed on this form and as detailed on Notice of Penalty I received. All racing equipment or component(s), including but not limited to, engine part(s), chassis part(s), tire(s), fuel(s), lubricant(s) or driver safety equipment that caused my penalty will be returned to me when this Refusal of Appeal is accepted by the Steward and/or Clerk of the Course and/or Technical Delegate.

Je _____
Compétiteur (inscrire le nom)
renonce à tous mes droits d'en appeler de ma pénalité technique lors de l'événement mentionné sur ce formulaire et tel que décrit sur la Avis de Pénalité que j'ai reçue. Toutes composantes de l'équipement de course ayant causé ma pénalité (incluant, mais non limité aux parties du moteur, aux parties du chassis, aux pneus, à l'essence et aux lubrifiants, et à l'équipement de sécurité du pilote), me sera retourné lorsque ce refus d'appel sera accepté par le commissaire et/ou le directeur de course et/ou le délégué technique.

_____
SIGNATURE

COMPETITOR TO SUBMIT THIS FORM TO THE STEWARD, CLERK OF THE COURSE, OR TECHNICAL DELEGATE
LE COMPÉTITEUR DOIT PRÉSENTER CE FORMULAIRE AU COMMISSAIRE, DIRECTEUR DE COURSE, OU DELEGUE TECHNIQUE

Scale Log

Event:

Date: **Class Weight:**

Class: **lbs or kg**

Qualifying:				Tires:		Pre-Final:				Tires:		Final:				Tires:	
Kart No.	P √	F √	Wt.	Dry √	Wet √	Kart No.	P √	F √	Wt.	Dry √	Wet √	Kart No.	P √	F √	Wt.	Dry √	Wet √

P=Pass F=Fail

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Race Control Log

Event Date / Date de l’événement:

Name of Event / Nom de l’événement:

Class/ Session:	Time:	Kart No.	Infraction:	Report By:	Penalty:	Fine Paid:

Prepared By:

Technical Inspection Log

Event Date / Date de l'événement:

Name of Event / Nom de l'événement:

Class/ Session:	Time:	Kart No.	Inspection Performed:	By:	OK: √ Fail: X	Infraction (Quote Regulation No.):

Prepared By:

Sanctioned by CACC Karting