



Mackay and District Kart Club Inc

Rules and Guidelines

Version 2

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Preamble

The Mackay and District Kart Club Inc (MKC) is an independent karting club, which aims:

- To provide a kart racing sport, which delivers accessibility to a broad range of the community.
- To conduct regular events.
- To provide and apply the Rules and Guidelines of The Mackay and District Kart Club Inc to ensure fairness, safety, and consistency within the sport.
- To encourage interclub competition between other karting clubs.

The Mackay and District Kart Club Inc (MKC) is a sport karting club, which complies with:

- Mackay & District Kart Club Inc. Incorporation Number **IA05948** Rules
- Bylaws of Mackay and District Kart Club Inc - **IA05948**
- Mackay and District Kart Club Inc Rules and Guidelines
- Mackay and District Kart Club Inc Policies, procedures, and codes of conduct.

All the above are available from <https://www.mackaykartclub.com>

Correspondence:

- The president or secretary must sign all official outwards correspondence, either in hard copy or electronically.
- All inwards correspondence is to be addressed to the club secretary at PO Box 6870, Mackay MC, Qld 4741 or by email to secretary@mackaykartclub.com
- Any club member wanting to send correspondence on behalf of the club must do so via the club secretary.

1 Chapter 1: Overview

1.1 Overview

The Mackay and District Kart Club (MKC) Inc Rules and Guidelines act as a resource for officials, karters, pit crew and (Parents and/ or guardians of a minor *refer to Chapter 10*) to ensure fair and safe competition.

The MKC Management Committee (MKC-MC) will change the Rules and Guidelines if deemed necessary at any time but will duly provide rules and guideline updates via email and the club's webpage.

1.2 Fairness

The MKC Rules and Guidelines will not:

- Prevent a karter from participation unless the karter's and/or associated visitors' actions compromise the safety, fairness, and orderly conduct of the sport.
- Be modified or changed unless authorised by the MKC-MC through official communication.

1.3 Rules and Guidelines Application

- The Mackay and District Kart Club Inc. Rules and Guidelines apply to any person entering Kielbach Park. These Rules and Guidelines have been implemented to ensure safety and fairness in the sport of karting.
- Any person (karter [a person licensed to drive a kart]; members, officials and pit crews acknowledge by participating in any karting event that they have read and understood the MKC Rules and Guidelines.
- Any attendee at any MKC organised event by entering Keilbach Park acknowledges the risks outlined on the Karting is Dangerous Signage and enters at his/her own risk.

WARNING: Karting is a Dangerous Sport.

The Mackay and District Kart Club Inc (MKC) provides recreational services that relate to the sport of go-kart racing including but not limited to: competitive and social racing, organised practice, come and try days, demonstrations, displays and activities associated with the maintenance of this facility. The club requires all members participating in events to sign a release and waiver of liability assumption of risk and indemnity agreement. A waiver is a legal document that seeks to limit the liability of an organisation in the event that a participant suffers a loss or injury. In signing the waiver provided by the club, participants acknowledge that karting activities are dangerous and that accidents causing death, bodily injury, disability and property damage can and do happen. Participants also agree that neither the club, coaches, participants, officials, volunteers, medical personnel, any persons, promoters, sponsors, advertisers, owners and lessees of premises used to conduct the event/s be under any liability whatsoever for the death or any bodily injury, loss or damage which may be suffered or incurred by them in or being present at any activity conducted by, or on behalf of the club except for any rights they may have arising under the Competition and Consumer Act 2010 (Cth) (or similar legislation).

- The officials at any organised event are appointed to ensure The Mackay and District Kart Club Inc. rules and guidelines are followed and, if necessary, apply penalties.
- A karter or guardians' submission of the MKC forms acknowledges his/her responsibility to adhere to the MKC Rules and Guidelines.
- Any person responsible for the kart maintenance must ensure the prepared kart meets the standards contained in these rules and guidelines.
- The karter is responsible for any associated attendee visiting Kielbach Park. If the karter is under the age of 18 years (eighteen years), their parent/guardian accepts this responsibility.
- Any non-compliance to these Rules and Guidelines may result in a penalty.

1.4 Mackay and District Kart Club Inc. Events

The events hosted by the MKC may include:

- Club Competition Racing
- Organised Practice
- Social Activities
- Come and Try Days
- Coaching / Training

The MKC events will be advertised through direct emails to members and posts on social media.

1.5 Insurance

The Mackay and District Kart Club Inc. has the following insurance policies:

- Track Liability
- General Liability - Public and Products
- Property in Physical & Legal Control
- Professional Indemnity
- Management Liability

This coverage is in addition to:

- AASA Permits – Provides coverage for Liability and Personal Accident for members.
- AASA Licences – Provides coverage for Personal Accident for members outside of the event permit.

All karters, pit crews, officials, and Associate Members will be required to complete the MKC Participants & Parent / Guardians Acknowledgment of Risk Form including Waiver, Release & Indemnity Form prior to participating in any event and acknowledge participation is at their own risk as per that form except for the above noted insurance coverage.

Signage displayed at the track ensures all attendees are made aware of the requirements of entry and participation at the MKC's Kielbach Park.

1.6 Photography and Video Recording

Images of children cannot be used inappropriately or illegally. By becoming a member of the club, members consent to the club taking and using photos and videos of members (including children) for promotional purposes. The club will otherwise, where possible, obtain permission from a child's parent/guardian before taking an image of a child and ensure that the parent/guardian knows the way the image will be used.

Members must not take photos or videos of any child that is not their own without the express consent of the parent/guardian.

The club respects the privacy of others and disallows the use of camera phones, videos, and cameras on the inside of changing areas, showers, and toilets.

The club will only use appropriate images of a child, relevant to our sport and ensure that the child is suitably clothed in a manner that promotes the sport.

The club will monitor the use of cameras during club events and activities and will address any suspicious behaviour in relation to the taking of photographs or video footage.

2 Chapter 2: Licence Eligibility Eligibility

To be eligible to race at the Kielbach Park, Mackay and District Club Inc (MKC), a karter must hold:

- A current AASA Karting License
- A current Karting Australia (KA) or Karting New South Wales (KNSW) Licence (It will be the responsibility of the karter to prove its currency)

It is the licence holders' responsibility to be aware of the rules and any updates to the rules associated with the Mackay and District Kart Club Inc. It is the responsibility of a minor's Parent / Guardian to ensure a minor understands these rules.

2.2 Licence/Membership Applications

New Licences, Licence Renewals and One Day Licences:

- Application will be made by contacting the MKC Secretary: secretary@mackaykartclub.com or Membership Coordinator: memberships@mackaykartclub.com
- The applicant will need to complete the following:
 - a. Complete sign up for membership on TidyHQ: https://mkc.tidyhq.com/public/membership_levels including payment of the appropriate Membership/Licence Fee and online waiver.
 - b. Complete a MKC Licence/Membership Application Form
 - c. Complete a MKC Medical Clearance Form (if required) – refer to section 2.4.
 - d. Send completed forms to memberships@mackaykartclub.com
 - e. Review the contents of this rule book in particular *Chapter 8: Circuit Signals*.
 - f. Complete the MKC Circuit Signals Questionnaire (Minimum score of 80%)
- The applicant will need to supply proof of birth for a minor (Birth Certificate)
- Omissions, and false and misleading statements will render an application null and void.
- All parts of a licence/membership application must be completed, or the application will not be valid.
- All club members, as well as, One Day Licence Holders will be required to complete a Circuit Signal questionnaire and participate in an Observed Driving Session.

2.3 Membership Application – Medical Refusal

- If a karting licence applicant answers “yes” to the medical question on the Licence Application Form, they must provide an MKC Medical Clearance Record completed and stamped by their doctor at their own expense.
- The MKC Management Committee has the right to request a licence applicant to provide a medical certificate to certify that they are fit to drive a kart. This medical certificate will be provided at the applicant's own expense.
- The MKC Management Committee has the right to refuse a licence application if it believes a person has a medical condition, which could impede his / her control of a kart.
- If the MKC-MC believes an MKC licensed karter or an attendee with a licence issued by another provider at a race meeting is displaying signs of a medical episode or condition, fatigue, and/ or alcohol/drugs, it reserves the right to prevent or stop a karter from competing.

2.4 Membership Application - Disabled Karters

- A disabled karter must provide a medical certificate to prove that they are physically, mentally, and emotionally able to control a kart on track.
- An observed licence test must be completed and passed before a karting licence will be issued.

2.5 'P' Plates

- All new licence holders must display a 'P' plate for a minimum of 4 race meetings. It is then the discretion of the officials if they endorse the open licence.
- The 'P' plate is a plastic plate, which is the same as new road drivers use.

2.6 Licence Class

Karters will be arranged into classes based on their date of birth and experience. Classes and age groupings are documented in *Chapter 4 – Class Regulations*.

3 Chapter 3: Technical Regulations

3.1 Overview

- These Technical Regulations apply to any kart on track at the MKC's Kielbach Park.
- Class definitions further define the kart formula for racing at MKC's Kielbach Park.
- Do not assume because it is not written in these rules or accompanying documentation that it is allowed.

3.2 Karter Responsibility

Each karter, always, is responsible for ensuring his / her kart and equipment meet the technical and safety standards outlined in these rules. The parent/guardian is responsible for ensuring the technical safety standards for karts of minors (*refer to Chapter 10 – Section 10.9*). Failure to comply may result in a penalty or penalties detailed in *Chapter 11*.

3.3 Parity

The MKC-MC and its officials reserve the right to adjust, whenever, it deems it is necessary to maintain parity.

3.4 Repairs

All repairs and adjustments must be completed to the original standard. Repairs should be approved by a scrutineer.

3.5 Kart Weight

- Karts must run to a minimum weight as defined by the ***MKC class regulations*** in *Chapter 4*.
- The kart's weight (including the karter) will be measured on the parc fermé scales.
- Lead ballast can be used to keep karts above the minimum weight. It may be made up of one or several blocks of lead attached to the frame or seat of the kart.
- A ballast block must be no more than five (5) kilograms in weight.
- The ballast block must be attached to the frame or seat using a minimum M8 Class 8.8 bolts and lock nuts with no more than two (2) bolt threads protruding.
- Any ballast block over four (4) kg in weight must be secured with two (2) bolts.

3.6 Materials Accepted for Karts

Note: No other materials are accepted.

Materials	Frame	Crash-Bar (Front, rear and side)	Rear Bumper	Steering Column	Axle	Rims	Bolts	Mounting Brackets	Floor Pan	Seat	Nose Cone	Nassau Panel	Side Pods	Brake Pads	Number Plates	Camera Mount	Ballast
Steel	X	X	X	X	X		X	X									
Aluminium						X			X							X	
Magnesium						X											
Lead																	X
Fibre Glass									X	X							
Carbon Fibre									X	X		X					
Plastic			X								X	X	X		X	X	
Composite Material														X		X	

3.7 Non-Permitted Systems

- Suspension
- Rear Wheel Steering
- Front Wheel Drive
- Communication and Live Telemetry
- Chain Oilers
- Mirrors
- Any component MKC has deemed hazardous will not be permitted for use.

3.8 Chassis

Part	Standard
Frame	<ul style="list-style-type: none"> • Must be a single steel frame. • The frame and components must NOT extend past the outer side wall of any tyre. • The bodywork; axles; engine; steering components; seat and pedals must be attached directly to the frame with the correct fasteners. • A frame may be replaced if the damage is not repairable during a race meeting as deemed by the Scrutineer. The replacement frame must be scrutineered. The karter commences the next session at the rear of the grid.
Seat	<ul style="list-style-type: none"> • Must be fitted, located between the two rear wheels and the karter's hips need to be positioned in front of the rear axle. • The seat construction must be able to safely manage all applied loads in all conditions and be fitted in a way to reduce the driver's sideways and backwards movement. • Where the seat bolts to the frame, there must be a 35mm x 1mm thick aluminium disc with an 8mm hole in the centre between the seat and the mount points. • Only ballast and overflow bottles can be mounted to the seat but only in a way that does not reduce the seat's strength.
Wheel	<ul style="list-style-type: none"> • A kart is fitted with four (4) wheels and four (4) tyres –two (2) on the front and two (2) on the rear only. The rear wheels have to be positioned behind the engine. • Front wheels will be: <ul style="list-style-type: none"> (a) bearing mount type (b) a bolt-on hub type • They will be: <ul style="list-style-type: none"> (a) directly mounted to the stub axle or (b) to a hub then to the stub axle • Both types rotate on ball or roller type bearings and require securing on the stub axle with a locknut. • Hub bolts or studs will be M8 Grade 8.8. • Rear Wheels will be mounted and driven by the rear axle via a wheel hub using M8 Grade 8.8 bolts or studs with locknuts. • Bead Screws - Where defined in the class rules, rims must have three (3) M4 screws mounted equally around the rim directly behind the bead. These screws extend inside the rim by at least 3mm and have an air-tight seal.
Axles	<ul style="list-style-type: none"> • Must not extend outside the edge of any tyre. • Both stub axles must have one pivot point on the frame. • The stub axle must pivot on a king pin of at least 8mm in diameter. • The king pin must be retained with a locknut. • The rear axle must be steel.

Part	Standard										
	<ul style="list-style-type: none"> Solid axles must be between 25mm and 30mm in outside diameter. Tubular axles must comply the dimensions below: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th style="background-color: #d9ead3;">Outer Dimension</th> <th style="background-color: #d9ead3;">Maximum Inner Dimension</th> </tr> </thead> <tbody> <tr> <td>50mm</td> <td>46.25mm</td> </tr> <tr> <td>40mm</td> <td>36.25mm</td> </tr> <tr> <td>35mm</td> <td>29mm</td> </tr> <tr> <td>30mm</td> <td>24mm</td> </tr> </tbody> </table> Rear wheel hubs must be located on a key and clamped to the rear axle. If there is risk of a key falling out of the keyway, a secondary securing method must be used e.g., hose clamp, zip ties or fibre backed tape. 	Outer Dimension	Maximum Inner Dimension	50mm	46.25mm	40mm	36.25mm	35mm	29mm	30mm	24mm
Outer Dimension	Maximum Inner Dimension										
50mm	46.25mm										
40mm	36.25mm										
35mm	29mm										
30mm	24mm										
Kart Maximum Dimensions	<ul style="list-style-type: none"> The go-kart must comply to the listed dimensions: <ul style="list-style-type: none"> Length: 2250mm (Front to back) Width: 1400mm (Left to right) Height: 710mm from the ground These measurements will be taken with: <ol style="list-style-type: none"> The kart on a level surface The kart's tyres inflated to the manufacturer's recommended minimum pressure. 										
Wheelbase	<ul style="list-style-type: none"> The wheelbase is measured between the centre lines of stub axle and the rear axle down either side of the kart. The wheelbase must be between 900mm and 1270mm. 										
Track Width	<ul style="list-style-type: none"> The track width is measured between the centres of the front tyres or rear tyres. Track widths must be no less than 66.6% of the wheelbase measurement. 										

3.9 Bodywork

Bodywork should be from a recognised kart manufacturer and not "homemade". MKC reserves the right to disallow questionable body work. The following bodywork must be fitted at all times, no additional bodywork is permitted, and repairs must be approved by an MKC official:

Part	Standard
Nose Cone	<ul style="list-style-type: none"> Must be attached as per manufacturer's design and cannot be modified or reinforced. The top of the nose cone must not extend past the top of the front tyres. Nose cone and mounting system must be a minimum of 25mm off the ground. (Tyres need to be inflated to the manufacturer's recommended minimum pressure.) Must not extend more than 650mm beyond the front axle. Must be no wider than the overall track width of the front tyres. Must not measure less than 500mm in width.
Side Pods	<ul style="list-style-type: none"> No bar work will extend past the outside of the side pod. Must not have any holes other than the 8mm holes for mounting and the hole for external starting. Side pods must not extend past the overall rear track width. Must not extend above the top of the front and rear tyres. Must be a minimum of 25mm off the ground. (Tyres need to be inflated to the manufacturer's recommended minimum pressure.) The top face of the side pod must be 100mm off the ground. (Tyres need to be inflated to the manufacturer's recommended minimum pressure.) Must be a minimum of 50mm wide from front to back. The gap between the rear of the side pod and the centre of the rear tyre will be no larger than 60mm.

Part	Standard										
	<ul style="list-style-type: none"> The side pod must cover the gap between the front and rear tyres by at least 70%. Need to be bolted to the mounting bars at least at two points. 										
Side Pod Mounting Bars	<ul style="list-style-type: none"> Need to be smaller than 30mm in diameter. Must be attached to the frame at each end of the bar If spring mounted, an additional multi strand tether must be used. 										
Nassau Panel	<ul style="list-style-type: none"> Must not impair the karter's vision Must not impair the karter physically when driving. Must not impair the karter getting in or out of the kart. Must not extend past the overall kart height of 710mm. Maximum width – 300mm Split pins or bolts must be used for a secure attachment. 										
Floor Pan	<ul style="list-style-type: none"> Must be a complete component with no joints Must fit within the inside of the frame rails. The floor pan must not have gaps where a karter's body part can fit through. Must comply to the sizing below: <table border="1" data-bbox="531 875 1123 1032"> <thead> <tr> <th>Materials</th> <th>Minimum Thickness</th> </tr> </thead> <tbody> <tr> <td>Steel</td> <td>0.5mm</td> </tr> <tr> <td>Aluminium</td> <td>1.2mm</td> </tr> <tr> <td>Fibreglass</td> <td>2.0mm</td> </tr> <tr> <td>Carbon Fibre</td> <td>1.2mm</td> </tr> </tbody> </table> Must be attached with self-locking nuts with no more than two (2) threads of the bolt extending past the nut. 	Materials	Minimum Thickness	Steel	0.5mm	Aluminium	1.2mm	Fibreglass	2.0mm	Carbon Fibre	1.2mm
Materials	Minimum Thickness										
Steel	0.5mm										
Aluminium	1.2mm										
Fibreglass	2.0mm										
Carbon Fibre	1.2mm										
Rear Bumper Bars and Crash Bars	<ul style="list-style-type: none"> Plastic rear bumper bars and metal crash bars are both suitable for use but must be attached using manufacturer's specifications. Must not be wider than the overall track width of the rear tyres. Must not have any open ends or sharp edges. Maximum tube diameter – 20mm The gap between the rear tyre and the plastic rear bar will be 15 mm minimum and 150mm maximum. 										
Skid Pads	<ul style="list-style-type: none"> Are optional. Must not be used as an aero device. Must not cover the underside of the brake disc or chain drive. Must not have any bolts protruding below the pad. 										



3.10 Controls (Steering)

The karter must operate the steering system by hand. The steering system must meet the manufacturer's specifications. MKC reserves the right to disallow questionable steering systems:

Part	Standard												
Steering Wheel	<ul style="list-style-type: none"> Must be complete with no open ends and not compromise the karter's grip on the rim. Fitment to the steering wheel hub needs to meet the manufacturer's specifications. 												
Steering Wheel Hub	<ul style="list-style-type: none"> Hub must be made of metal or aluminium – No plastic. Hub must be bolted to the shaft with a M6 8.8 bolt and lock-nut. The head of the bolt must face upwards. 												
Steering Column	<ul style="list-style-type: none"> Can be solid metal with a minimum diameter 16mm OR tubular steel with a minimum diameter of 16mm x a minimum 1.5mm wall thickness. Must be mounted onto the frame according to the manufacturer's specifications. A collar must be fitted below the top steering column bush for safety. 												
Tie Rods	<ul style="list-style-type: none"> Must conform to these dimensions: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th style="background-color: #92d050;">Solid Steel</th> <th style="background-color: #92d050;">Tubular Steel</th> <th style="background-color: #92d050;">Solid Aluminium</th> <th style="background-color: #92d050;">Tubular Aluminium</th> </tr> </thead> <tbody> <tr> <td>Min Outside Diameter 8mm</td> <td>Min Outside Diameter 10mm</td> <td>Min outside Diameter 10mm</td> <td>Min Outside Diameter 12mm</td> </tr> <tr> <td></td> <td>Min Wall Thickness 2mm</td> <td></td> <td>Min Wall Thickness 2.6mm</td> </tr> </tbody> </table> 	Solid Steel	Tubular Steel	Solid Aluminium	Tubular Aluminium	Min Outside Diameter 8mm	Min Outside Diameter 10mm	Min outside Diameter 10mm	Min Outside Diameter 12mm		Min Wall Thickness 2mm		Min Wall Thickness 2.6mm
Solid Steel	Tubular Steel	Solid Aluminium	Tubular Aluminium										
Min Outside Diameter 8mm	Min Outside Diameter 10mm	Min outside Diameter 10mm	Min Outside Diameter 12mm										
	Min Wall Thickness 2mm		Min Wall Thickness 2.6mm										
Tie Rod Ends	<ul style="list-style-type: none"> Must be constructed of steel, be mounted with M8 Grade 8.8 bolts and must a minimum of 8mm of thread engagement with the tie rod. 												

3.11 Controls (Brakes)

The brake system including master cylinder, caliper, disc, pads and controls must meet the manufacturer's standards. MKC reserves the right to disallow questionable brake systems.

Part	Standard
Brakes	<ul style="list-style-type: none"> The brake system must be a hydraulic or mechanically operated disc brake system, which is fitted and functioning at all times. Alu-ceramic (Duracan) brake discs are not permitted. Single Engine Karts - Brakes must act on the rear axle only unless front brakes are permitted by class rules. The following brake systems are suitable for twin-engine karts: <ul style="list-style-type: none"> (a) a front and single rear brake system (b) a dual rear brake system Rear brakes must be foot control only. Front brakes can be either applied by hand control or foot control. When depressed, the foot brake pedal must remain behind the front crash bar. All fasteners (bolts, pins and nuts) must be a minimum of Grade 8.8 and must be retained with safety wire or lock-nuts.

Part	Standard
Brake Pad Retention	<p>Floating Pads</p> <ul style="list-style-type: none"> Will be retained either with bolts with double lock-nuts or a bolt with a single lock-nut with the addition of a grub-screwed locking collar. <p>Non-Floating Pads</p> <p>The pads and shims will be retained with either:</p> <ul style="list-style-type: none"> (i) bolts with double lock-nuts; (ii) solid pins with a spring or R-clip (iii) at least a 3mm diameter split pin <p>If the brake caliper has no pad shim retention, the brake pad mount bolts must be tie-wired.</p> <p>The brake pad mount bolts must be fitted with a sleeve to retain the return spring.</p> <p>Shoulder bolts are not to be used as pad mount bolts.</p>
Brake Lines	<ul style="list-style-type: none"> Must be fastened using metallic hydraulic fittings
Brake Activation Rod	<ul style="list-style-type: none"> Brakes can be activated using a rod or cable method. The rod must be constructed of solid steel, with a minimum of 6mm diameter, if the threads are cut and a minimum of a 5mm diameter, if the threads are rolled. Adjustable rods can use an aluminium joiner, which must have a minimum diameter of 9mm.
Brake Activation Cable	<ul style="list-style-type: none"> The multi-strand wire cable with a minimum diameter of 2.25mm can be secured by a machine swagged fitting or with wire rope bulldog grips. Electrical type cable clamps are not permitted for this purpose.
Brake Activation Safety	<ul style="list-style-type: none"> All brake activation systems must have a secondary safety cable from the brake pedal to the master cylinder. This cable must be secured in a way that activates the brake in case of the failure of the primary system.
Throttle	<ul style="list-style-type: none"> The throttle must be foot operated and include a spring to return the throttle pedal to its closed position. When depressed, the throttle pedal must remain behind the front crash bar.

3.12 Electrical

MKC reserves the right to disallow questionable electrical systems.

Part	Standard
Timing Transponder	<ul style="list-style-type: none"> A transponder must be attached to the kart in its bracket during timed race events. The bracket and transponder will be installed on the plastic nose-cone clamp.
Starter and Ignition Batteries	<ul style="list-style-type: none"> Allowed batteries: dry cell; gel; valve regulated sealed lead acid; lithium ion and lithium polymer Batteries must be mounted to the chassis frame in a battery box or tray, which is free of sharp edges Battery shall be restrained utilising suitable restrain strap.
Data Loggers	<ul style="list-style-type: none"> Data Loggers and their components are allowed. They must be commercially available systems. The data logger's display unit must be mounted in a way which does not impair the karter's vision.

Part	Standard
Exhaust Sensor	<ul style="list-style-type: none"> • One only exhaust temperature or oxygen sensor is allowed. • The maximum dimensions of the sensor are: 16mm diameter and 25mm in length. • For two-piece exhausts, the sensor must be fitted to the header pipe. • For one-piece exhausts, the sensor must be fitted to the muffler between the converging and diverging cones.
Cameras Recorder	<ul style="list-style-type: none"> • Are permitted. • Must not operate a flash mechanism. • Must not impede the karter or any of the kart's controls. • Must not obstruct the kart's numbers or its timing system. • If a camera recorder is fitted, one (1) video recording system must be mounted on the front face of the Nassau Panel secured with a multi-strand wire safety tether. • Any secondary camera recorder can be mounted anywhere on the kart and secured with a multi-strand wire safety tether. • Not mounted on helmets or on drivers' body • All camera recorders and associated media shall be made available to the Stewards if required for any judicial matter. • Camera evidence may be used in a Stewards' Hearing.

3.13 Engines

Engines must be a two or four stroke karting-based piston engine. MKC reserves the right to disallow questionable engines and auxiliary systems.

Engines and auxiliary systems **must comply with the relevant engine type homologation** with no modifications unless allowed within class regulations.

Part	Standard
Damage Unintentional	<ul style="list-style-type: none"> • Unintentional damage to an engine must be inspected and approved by an MKC official to confirm it does not increase performance.
Starting Systems	<ul style="list-style-type: none"> • Starting systems will be as per manufacturer's specifications. • KT100J and KT100S may be fitted with centrifugal clutch and started with an external starter. • If a TAG engine's starter fails, it may be started with an external starter.
Drive Systems	<ul style="list-style-type: none"> • Must be a single chain or belt, which allows only one speed ratio.
Drive System Guards	<ul style="list-style-type: none"> • Guards must be fitted to all drives to separate the karter from the drives. • Axle sprocket side plates are not allowed unless approved by class rules. • Extra inactive axle sprockets or brake discs are not allowed.
Clutches	<ul style="list-style-type: none"> • As per relevant manufacturer's specifications. • A dry centrifugal clutch is to be used. • No modifications are allowed. Manufacturer's specifications must be maintained. • A clutch guard must be used and attached with a minimum of two (2) Grade 8.8 bolts. • A clutch guard is not to be used as a substitute for a chain guard.
Drive Sprocket	<ul style="list-style-type: none"> • Maximum weight 0.1kg • Lock-nut – maximum of 19mm hex.

Part	Standard
Exhaust Systems	<ul style="list-style-type: none"> As per relevant manufacturer's specifications Two sets of spring clamps must be used to secure the system: <ol style="list-style-type: none"> to the mounting cradle muffler to header pipe Multi-strand wire must be used to tether the exhaust system to the chassis.
Exhaust Restrictor	<ul style="list-style-type: none"> Must be fitted as per Class Regulations Must be as manufacturer's specifications
Carburettor	<ul style="list-style-type: none"> As per relevant manufacturer's specifications Two idle return springs must be fitted.
Airbox	<ul style="list-style-type: none"> As per relevant manufacturer's specifications Must be securely fastened with a clamp
Cooling System	<ul style="list-style-type: none"> As per relevant manufacturer's specifications Radiator hoses must be secured by a hose clamp. The following is not permitted <ol style="list-style-type: none"> Channelling of air to the radiator or cooling fins Radiators mounted to the chassis forward of the steering wheel Glycol or soluble oil coolants An overflow bottle of a minimum of 100mL must be incorporated into an open cooling system. This bottle must be empty prior to racing.
Fuel Tank	<ul style="list-style-type: none"> Must be a for purpose karting fuel tank with no modifications and fitted according to the manufacturer's specifications. All fuel tanks must have an incorporated overflow bottle of at least 100mL.
Fuel Lines	<ul style="list-style-type: none"> Must be mounted in a way that prevents damage through pinching, wear and cuts. All fuel line fittings must be secured with a clamp or zip-tie. Karting specific fuel line hose must be used.

3.14 Consumables

Part	Standard
Spark Plugs	<ul style="list-style-type: none"> Maximum thread length – 20mm without the washer For Comer SW80 – Maximum thread length – 12.7mm without the washer
Fuel	<ul style="list-style-type: none"> The allowed fuel is commercially available Premium Unleaded Petrol (PULP) of an octane rating of 95 to 98. No other fuels are allowed. Air is the only oxidant to be mixed with the fuel.
Fuel Additives	<ul style="list-style-type: none"> The only fuel additive allowed is: 2 stroke oil, which is commercially available. This oil must not contain any additives, which are performance enhancing.
Safe Handling of Fuel	<ul style="list-style-type: none"> Fuel must not be used for purposes other than powering the go-kart. Great care should be taken when handling and decanting fuel.
Tyres	<ul style="list-style-type: none"> The Mackay and District Kart Club and The Rockhampton Kart Club Inc set the tyres available for use each year for each class during competition. The approved tyre for each class will be listed in the Class Rules. Bar codes must not be removed from tyres.

Part	Standard
	<ul style="list-style-type: none"> • Tyres are to be left as manufactured and are not to be modified, heat treated or altered chemically. • Tyres can only be inflated with compressed air. • Air bleed off valves or similar devices are not permitted. • Tyre blankets or similar devices are not allowed. • If a tyre is damaged, it may be replaced with a tyre of similar wear with approval from the scrutineer. A replaced tyre will incur a penalty of starting at the rear of grid for the next race. • Karters may use any tyre for practice.
Tyre Types	<ul style="list-style-type: none"> • Competition – Karters must use their allocated controlled tyres for the class. • Wets – Wet weather tyres are not allowed. Karters will run their allocated controlled class tyre in all weather conditions.
Tyre Allocation	<ul style="list-style-type: none"> • Tyre Pooling – All MKC race events will be tyre pooled. MKC is the sole allocator of competition tyres. • Tyre Issue – When tyres are issued, the bar codes may be recorded against the karter and the tyres marked.

3.15 Management

Part	Standard
Noise	<ul style="list-style-type: none"> • Karters and those maintaining karts need to work diligently at minimising noise for the benefit of all attending any event. • If a kart is found to be exceptionally noisy, the karter or his crew must rectify the cause of the noise issue to be allowed back on track. • Hearing protection is recommended on the circuit and in the pits. • Test starting of a kart engine is permitted in the designated engine start area located directly opposite the amenities block.
Scrutineering	<ul style="list-style-type: none"> • All karters will self-scrutineer and complete a technical passport, which is given to a MKC official. In addition, 'P' plate karters will have the kart checked by an MKC official prior to competition. • Karts, which have significant" or "major" damage damaged during a race event, must be presented after repairs to a scrutineer for scrutineering prior to re-entering competition. • Random official inspections may be conducted at any time on a kart or the karter's apparel.
Checks	<ul style="list-style-type: none"> • Karts will be checked randomly for rule compliance.

4 Chapter 4: Class Regulations

4.1 Dispensation

Where a competitor has requested Special dispensations (Age) to progress to the next class and this is granted by the management committee then this will be the only class that they are to compete in.

In the case where a competitor may be at the appropriate age for two different age classes then they shall only be able to compete in one class at any event.

4.2 Class: Cadet Beginner

Cadet beginner class is designed for the youngest karters / first timers. This class will not be a part of the club championship points.

Competitors are required to run in their class using the same rules regarding engine type/restrictor and weight as per the tables below (**Section 4.2 Cadet 9 and 4.3 Cadet 12**).

Minimum Age: Day of 6th Birthday

Maximum Age: Day of 13th Birthday.

(Note: Special dispensations at the discretion of the MKC Management Committee)

There will be a prize given to the young karter when they graduate to the correct class.

Requirements for progression to next class:

- Consistent lap time of 46 seconds or less.
- Meets the relevant age requirements.
- Deemed competent in terms of driving ability.
- Any progression from cadet beginner to the next class will require the endorsement from the Junior Development Officer and Management Committee approval.

4.3 Class: Cadet 9

Age	Minimum Age: 7 years Maximum Age: Date of 10th birthday. Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	Vortex Mini Rok (with 16mm Restrictor) @ 100kg Comer SW80 @ 90kg Yamaha KT100J (with 14mm Restrictor) @ 100kg (Max Piston Size 51.3)
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	In accordance with the relevant engine type homologation
Fuel	Commercial PULP
Tyres	Dunlop DFH (Fronts all around)
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	White Background Red Numbers. <i>Refer to section 11.18</i>

4.4 Class: Cadet 12

Age	Minimum Age: 9 years Maximum Age: Date of 13th birthday. Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	Vortex Mini Rok @ 110kg Yamaha KT100J (with 16mm Restrictor) @ 105kg (Max Piston Size 51.3)
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	In accordance with the relevant engine type homologation
Fuel	Commercial PULP
Tyres	Dunlop DFH (Fronts all around)
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	White Background Red Numbers. <i>Refer to section 11.18</i>

4.5 Class: Junior Yamaha KT100J

Age	Minimum Age: 11 years Maximum Age: Date of 16th birthday. Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	YAMAHA KT100J Unrestricted 120KG (Max Piston Size 51.3)
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	All Registered Types
Fuel	Commercial PULP
Tyres	Dunlop DFH
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	White Background Black Numbers. <i>Refer to section 11.18</i>

4.6 Class: Junior KA100 Restricted

Age	Minimum Age: 11 years Maximum Age: Date of 16th birthday. Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	Same KA100 with KA 22mm Restrictor (Drawing 14530 – Refer Annexure A) @ 142kg
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	In accordance with the relevant engine type homologation
Fuel	Commercial PULP
Tyres	Dunlop DFH
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	White Background Black Numbers. <i>Refer to section 11.18</i>

4.7 Class: Senior Yamaha KT100J Light, Heavy & Super Heavy

Age	Minimum Age: 16 years Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	YAMAHA KT100J – Maximum Piston Size 51.3 (all other rules as per homologation)
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	All registered types
Fuel	Commercial PULP
Tyres	Dunlop SL1A
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	Yellow Background Black Numbers. <i>Refer to section 11.18</i>
Weights	Light: Yamaha J Light - 145kg Unrestricted Torini Clubmaxx TC210 – 140kg Heavy

	Yamaha J Heavy – 165kg Unrestricted Torini Clubmaxx TC210 – 160kg Super Heavy Yamaha J Super Heavy – 185kg Unrestricted Torini Clubmaxx TC210 – 180kg
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4.8 Class: Sportsman Light, Medium & Heavy

Age	Minimum Age: 16 years Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Drivetrain	<p><u>SPORTSMAN LIGHT</u></p> <p>IAME KA100 @ 145KG Unrestricted IAME X30 with KA spec 22.7 Restrictor (Drawing 14533 – Refer Annexure B) @ 150KG IAME X30 with 25mm plate restrictor (MKC Issued) @ 150 KG ONLY to be used in conjunction with X30 Old Style Exhaust Type 1 - (Refer Annexure D) YAMAHA KT100S @ 135kg</p> <p><u>SPORTSMAN MEDIUM</u></p> <p>IAME KA100 165KG Unrestricted IAME X30 with KA spec 22.7 Restrictor (Drawing 14533 – Refer Annexure B) @ 170KG IAME X30 with 25mm plate restrictor (MKC Issued) @ 170KG ONLY to be used in conjunction with X30 Old Style Exhaust Type 1 - (Refer Annexure D) Rotax Max 125 with KA spec Restrictor 23.5mm @ 170KG YAMAHA KT100S @ 155kg Maximum Kart Weight 100kg</p> <p><u>SPORTSMAN HEAVY</u></p> <p>IAME KA100 185KG Unrestricted IAME X30 with KA spec 22.7 Restrictor (Drawing 14533 – Refer Annexure B) @ 190KG IAME X30 – With modified Restrictor (Drawing 14534 – Refer Annexure C) @ 210kg IAME X30 with 25mm plate restrictor (MKC Issued) @ 190KG ONLY to be used in conjunction with X30 Old Style Exhaust Type 1 - (Refer Annexure D) Rotax Max 125 with KA spec Restrictor 23.5mm @ 190KG YAMAHA KT100S @ 175kg Maximum Kart Weight 100kg</p>
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	All registered types
Fuel	Commercial PULP
Tyres	Dunlop DFH
Apparel	Refer to Technical Rules – Apparel

Competition Numbers	Yellow Background Black Numbers. <i>Refer to section 11.18</i>
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4.9 Class: Open Performance

Age	Minimum Age: 16 years Special dispensations at the discretion of the MKC Management Committee.
Chassis	Must comply with the MKC Safety regulations.
Carburettor	In accordance with the relevant engine type homologation.
Induction Noise Silencer	In accordance with the relevant engine type homologation
Muffler	In accordance with the relevant engine type homologation
Clutch	All registered types
Fuel	Commercial PULP
Tyres	Dunlop DFM
Apparel	Refer to Technical Rules – Apparel
Competition Numbers	Yellow Background Black Numbers. <i>Refer to section 11.18</i>
Engines	Engines not eligible for open performance are: <ul style="list-style-type: none"> • KA100 • All 125 Tag Engines • Yamaha KT100J

5 Chapter 5: Racewear

5.1 Overview

- Each karter must wear the minimum racewear outlined in these rules, whilst driving a kart on the track.
- A karter must keep his/her racewear on if they cannot retreat to a safe area if involved in an incident on track.

Item	Standard
Helmet	<ul style="list-style-type: none"> • Must be a full-face helmet (one piece) with a minimum of a clear visor (A clear visor or a specific night visor is compulsory for night competition. Tinted visors are optional for day competition.) • Manufacturer's label must be attached to display helmet standard – DO NOT REMOVE • Both the helmet and visor must comply with manufacturer's specifications for fit and wear. • The manufacture date must be observed, and the helmet not used after ten years from this date. • The helmet must be suitable for karting and meet the safety requirements of the sport. • Modification not recommended – refer to the Not Recommended heading.
Visors	<ul style="list-style-type: none"> • Must be attached with manufacturer's attachment devices at all times • Must allow spectacle users to safely wear prescription eyewear • Must not impair the karter's vision. • A spinning rain deflector is accepted.
Helmet – Permitted Types	<ul style="list-style-type: none"> • AS/NZ 1698 • ECE-2204; ECE-2205 and ECER-2205 • Snell SA2010; SAH 2010; K2010 • Snell K2015 • Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016 • SFI Specific 24.1 • FIA 8860-2010; FIA 8859-2015
Race Suit	<ul style="list-style-type: none"> • It is required to be a one-piece zippered suit, which has long sleeves and long legs which are tapered-in at the wrist and ankle. • The neckline must be well secured. • It may be made from leather, vinyl or abrasive resistant fabric. • Wet Weather – Refer to permitted items • Must be in good condition
Gloves	<ul style="list-style-type: none"> • Full finger protection must be provided • Need to be secured at wrist • Need to be abrasion resistant
Shoes	<ul style="list-style-type: none"> • Need to provide foot and ankle protection and be fastened securely • Need to be abrasion resistant
Neck Brace	<ul style="list-style-type: none"> • 6 -12-year-old (mandatory for this age group only) • Recommended for all other age groups

5.2 Mandatory Safety:

Item	Standard
Long Hair Retention	<ul style="list-style-type: none"> Long hair must not be held in place inside the helmet, as it will impede the effectiveness of the helmet. Permitted hair retention methods are a balaclava; a hair net; a hood and concealment within the race suit. Any signs of hair retention methods failing will result in a Black Flag with orange circle.
Clear Visor Night Competition/Practice	<ul style="list-style-type: none"> A clear visor or night visor must be worn for evening race and practice events. This commences as directed by chief steward.
Footwear for grid area and Parc Fermé	<ul style="list-style-type: none"> All pit crew and spectators must wear a suitable well-secured closed-in shoe, which provides protection to the feet from falling objects and foot contact incidences.

5.3 Highly Recommended:

- Neck Brace (Note: mandatory for Cadet Classes)
- Kidney Belt
- Rib Protector
- Chest Protector
- Ear Plugs

5.4 Permitted Items:

Item	Standard
Cool Suit	<ul style="list-style-type: none"> Worn under a race suit. The cool suit needs to be fully sealed.
Wet Weather Gear	<ul style="list-style-type: none"> May only be worn if the track is declared WET. Needs to fully cover the race suit and be secured at the neck, wrists, and ankles. It must not have any loose or flapping components.

5.5 Not Permitted:

Item	Standard
Ballast	<ul style="list-style-type: none"> Lead weights or similar ballast must not be added to racewear.
Glass	<ul style="list-style-type: none"> No glass is permitted on or in any racewear.
Boiler Suit Overalls	<ul style="list-style-type: none"> Cotton and similar overalls with clip fastenings are not allowed.

5.6 Not Recommended:

Item	Standard
Helmet Modification	<ul style="list-style-type: none"> Must comply with manufacturer's specifications or it is not permitted. Painting and stickering of helmets must comply to manufacturer's specifications. These processes may impair a helmet's life and protective capacity.
Damaged Helmets	<ul style="list-style-type: none"> Karters are warned "helmets – impacted by an accident" are not recommended for wearing, as not all damage is visible.

6 Chapter 6: Officials

6.1 Officials and their Responsibilities

- Officials for any race or practice event at the Mackay and District Kart Club will be obliged to follow the Rules and Guidelines of the MKC, its by-laws, policies, code of conduct or procedures.
- Officials need to be professional and maintain consistency with their rulings and not discuss the outcomes or the event with others (including other karters not involved or outsiders).
- Officials are required to maintain and uphold the MKC Rules and Guidelines, Event Regulations, MKC's by-laws, policies, and procedures. Officials not upholding these will be subject to disciplinary action.
- Officials must be 16 years or older.

6.2 Official Roles

- The Chief Steward will control the race event.
- The tower officials will operate the Circuit Signals and assist the Chief Steward with the running of the race event.
- Karters in an event may act in minor official roles e.g., Scales Marshal, Scrutineer

6.3 The Role of the Chief Steward and Support Stewards at a Race Event

The Chief Steward and Support Stewards:

- Have the authority to enforce the Rules and Guidelines of the MKC along with the Event Regulations, its by-laws, policies, and procedures.
- Will conduct a hearing, where a disagreement between karters has arisen at a race event.
- Will act as a judge.
- Will decide on the result of the hearing, inform all parties including the Officials of the Day and impose penalties if required. They will record his/her findings in writing.
- May penalise or exclude a karter from the event, if the karter, his/her kart, pit crew or any attendee associated with the karter, have not met the Rules and Guidelines of the MKC, its Event Regulations and its by-laws, policies, and procedures.
- Has the right to alter the structure of a race event to ensure the safety of all attendees at the event and the efficiency of the race event.
- The Chief Steward has the overall control of the race event.

6.4 Race Secretary

The Race Secretary is responsible for:

- Preparing and circulating the event regulations promptly, whilst in consultation with the MKC-MC.
- Applying for race day permit.
- Maintaining a register of nominations and their payments for race events.
- Compilation of the Results and Paperwork of the race event including sending back clerk of course reports and electronic filing of all race day forms.

6.5 Race Event Judges

- The judges at a race event will be the:
 - Chief Steward
 - Starter
 - Light Control Marshal
 - Timing Officer/Lap Scorer
 - Scales Marshal

Additional judges may be used:

- Scrutineer

- Stewards
- The judges' decision is final and based on fact and is not open to protest.
- The judges will be listed in the Event Regulations.

6.6 Starter

The Starter is responsible for:

- Operating the start lights or using flags to commence the start of a session.
- Using flag and board signals to notify karters.
- Indicating the end of the race session with the chequered flag.
- Reporting issues to the Chief Steward.
- Assisting the Chief Steward with any queries.
- Acting as a Judge.

6.7 Race Light Control Marshal

The Race Light Control Marshal is responsible for:

- Controlling the race lights to signal karters of a change of track/race conditions.
- Changing race lights on the instruction of the Chief Steward
- Acting as a Judge.

6.8 Scrutineer

The scrutineer is responsible for:

- Checking karts and the karters' safety wear for conformity with the MKC Rules and Guidelines and Event Regulations.
- Controlling kart inspections throughout the race event.
- Acting as a Judge for any breach of technical rules.
- Reporting any discrepancies to the Chief Steward.
- Completing paperwork at the Race Event and forwarding to the Chief Steward and Race Secretary.

6.9 Scales Marshal

The Scales Marshal is responsible for:

- Weighing a karter and his/her kart for compliance with the MKC Rules and Guidelines and the Event Regulations.
- Marshalling karts and instructing karters on the in-grid.
- Acting as a Judge for any weight infringement.

6.10 Timing Officer/Lap Scorer

The Timing Officer/Lap Scorer is responsible for:

- Maintaining records of race results
- Organising grid draws based on race results.
- Preparing final results based on Event Regulations for presentations.
- Maintaining a timing system when applicable.

7 Chapter 7: Circuit, Track and Pit Information

7.1 Circuit

- The circuit consists of the track, the in and out grids, the scales' area, the trolley bay and parc fermé and engine start area.
- Only karters, Pit Crew, Officials and MKC representatives are allowed inside the circuit.
- Karters, and Pit Crew are only allowed within the circuit area for their relevant on-track activity.

7.2 Track

- The track is defined as the road, where the race events take place.
- The track extremes are marked by the white lines.
- The track includes the kerbs and ripple strips.

7.3 Track Statistics

- The track is 768 metres long and 8 metres wide.
- The track has the capacity to cater for 30 karts and karters per race or practice session.

7.4 Track Direction

The track direction is Clockwise only at Mackay and District Kart Club. Unless approved through the risk assessment process by the MKC committee.

7.5 Circuit and Track Safety

- The Circuit will be inspected for safety and compliance before any event organised by the MKC Inc. The results of the inspection will be recorded for future compliance or immediate compliance on a Track Log.
- The Track Safety Officer will be responsible for inspecting the track with the Officials of the Day.
- They will be responsible for:
 - a. Reporting to the Management Committee and at General Meetings.
 - b. Ensuring any faults or improvements are completed by the date assigned by the officials.
- The Officials of the Meeting are responsible for ensuring the circuit maintains its safety throughout the event/competition. If the officials deem the circuit is not to standard through a partially completed event, the officials will stop the event until the circuit's conditions are restored to satisfaction. If this cannot be achieved, the event will be stopped entirely, and the date and time will be recorded in the Track Log.

7.6 Baulk Line

- The baulk line is the green painted line approximately twenty-five (40) metres from the out-grid.
- Karts cannot be assisted once past the baulk line.
- Karts, which stop prior to the baulk line, will be given the opportunity to return to the out-grid to attempt a second start with permission from the Grid Marshal.
- If the kart fails to start prior to the baulk line on the second attempt, the kart and karter must be removed from the circuit and not attempt to form-up for the race event. A karter, whose kart fails to start will be given the result: "Did not start".

7.7 Tram Track Starting Grid

The Tram Track Starting Grid consists of two lines with cross-hatching in the middle of it this is known as the exclusion zone. No kart is allowed to cross into this zone until the green light is activated.



7.8 Start and Finish Line

The start/finish line is the official white line for recording purposes whether done electronically or manually.

7.9 Breakdown Lane

A breakdown lane does not operate at the Kielbach Park.

7.10 Parc Fermé

- This area is controlled by the Scrutineer.
- Karts impounded to be inspected will remain in this area until released by the Scrutineer or official.
- Access to this area is limited and may only be entered with the permission of the Scrutineer.

7.11 Pit Area/Pit Guidelines

- The karts entered in the competition event will be located within the defined pit area for the duration of the event. There are no allocated pit areas.
- No karts are allowed to be driven in the pit area.
- Karts may only be refuelled in the pit area and fuel must be kept in a safe place in the allocated pitting area. There is to be no refuelling on the out-grid, in-grid or track.
- Karts cannot be refuelled, whilst operating.
- Petrol cannot be used as a cleaning product in the pit area.
- Kart trailers and vehicles, which are purpose-built for pitting, may be parked in the pit area.
- **Race Events:** Vehicles used for towing trailers and non-pitting trailers are required to be parked at the designated parking areas.
- **Organised Practice:** Vehicles/trailers can be in the main pit area, but all other pit guidelines apply.
- Pitting is not allowed in the out-grid area or in-grid area.

- Only licensed motorists (government-issued) may drive a licensed motor vehicle on the grounds.
- The use of bicycles, skateboards, scooters, balls, or similar items is not permitted within the grounds of Mackay and District Kart Club.
- No animals are permitted on club premises (other than service animals in the performance of their duties).
- Karts are not permitted to be started/ run on carrying a trolley whilst it is moving.
- **SAFETY APPAREL:** Closed-in shoes must be worn in the grid areas, and track area (*Chapter 5 -5.2*)

7.12 Temporary Structures

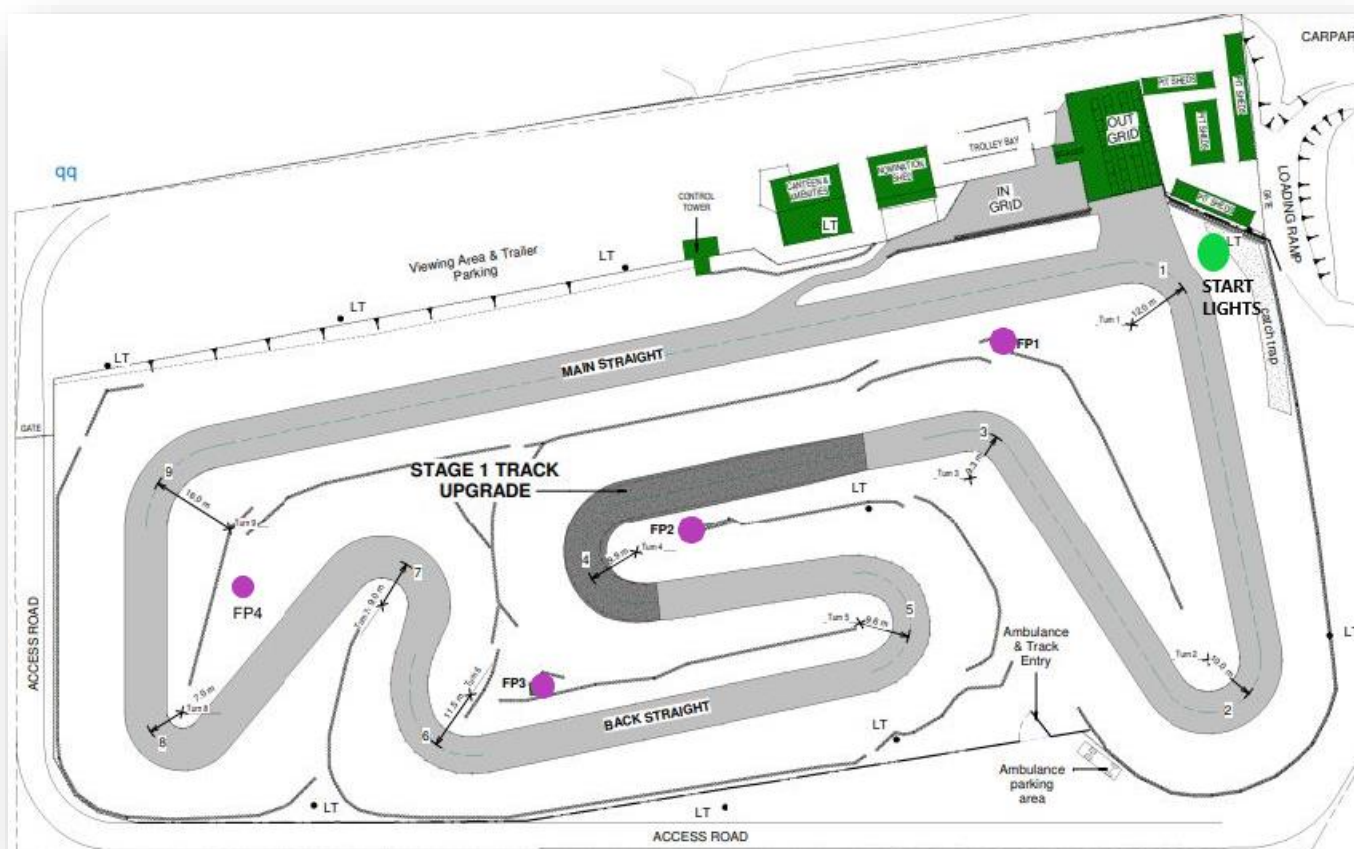
- Placement of structures is the absolute discretion of the MKC-MC.
- All structures must be securely fixed to the ground with ballast, rated straps with pegs/ spikes. No structures are to be fixed to permanent club facilities.
- No permanent structures must be erected without MKC-MC approval.

7.13 Naked Flames

- Naked flames are not allowed in the pit area.
- Smoking is only allowed in designated areas.
- No campfires to be lit at the Kielbach Park venue at any time.
- Gas barbecues are allowed in the camping area.

7.14 Safety of Drivers and Officials

- Officials and authorised personnel permitted inside a live circuit are:
- Appointed MKC officials.
- Grid Marshal to release karts but they must return immediately to out-grid once karts are released.
- Pit Crew authorised to assist cadet karters. These people must remain in any of the designated safe areas unless it is safe to assist a karter to get out of the kart and remove the kart from the track. They must ensure the karter and themselves go to a Safe Area or moves behind the outer tyre wall.
- Refer to photo below for safe areas. **FP1, FP2 & FP3**



- Authorised photographers – Must remain in a designated safe area, whilst the track is live and seek official approval to move to another safe area.
- Officials and authorised personnel on a live circuit will wear a safety vest and remain behind a protective barrier for the duration of each event.
- A karter, when their kart fails due to mechanical problems or an incident, must:
 - a. Remove themselves from his/her kart as soon as it is safe to do so.
 - b. Pull or push their kart to a safe point off the track.
 - c. Put themselves in a safe position in a designated safe area or behind the outer tyre wall until the race or practice has finished.
 - d. May remove his/her helmet once in a safe area. **(Flag Point FP1, FP2 & FP3 ONLY)**
- Officials are encouraged to observe the race event from outside the live circuit or the race tower.

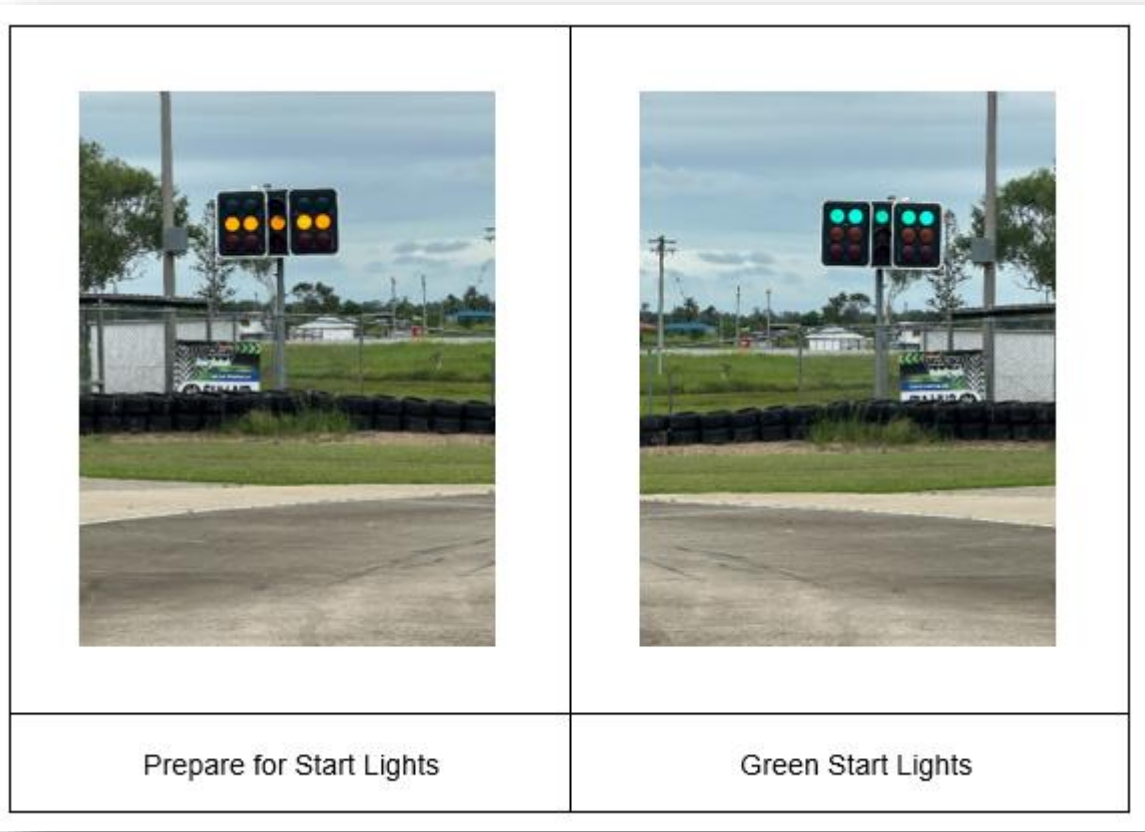
8 Chapter 8: Circuit Signals

8.1 Flags and Lights

Drivers must know and obey these signals. Penalties will apply if not observed.

8.2 Starting Lights

Kielbach Park has one set of start lights installed for a clockwise direction. The clockwise start lights are located at the end of the straight.



8.3 Starting Procedure

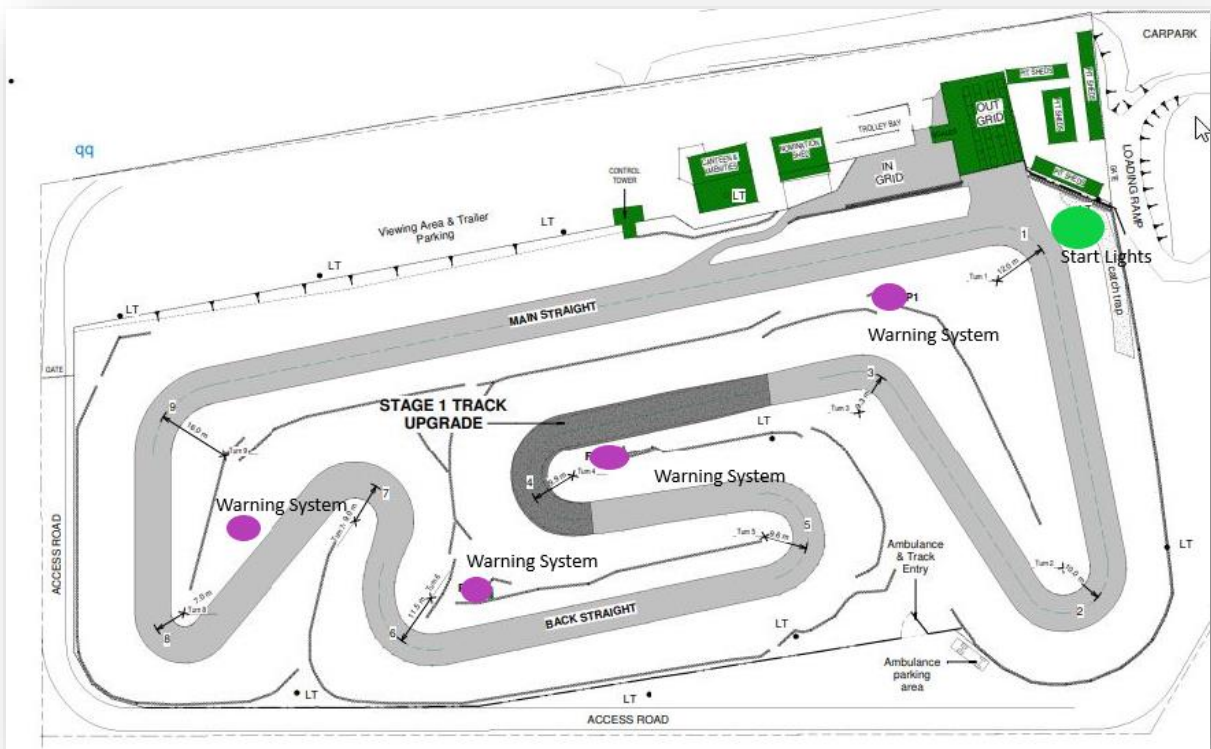
- On entry to the track from the out-grid, the track light warning system will illuminate amber (yellow) until the starter turns the amber light out and turns on the green start light to signal the start of the race.

8.4 Track Light Warning System

- Consists of four light towers placed strategically around the track as per diagram.
- This system will be used in conjunction with flags shown by the starter at the race tower.
- This system uses a traffic light system to display the base colours of red, yellow, green, and blue. These colours indicate the same message/warning as the same-coloured flags.
- Karters must adhere to the instructions given by these lights.

	<p>Green Light</p>
	<p>Yellow / Amber Lights</p>
	<p>Blue Light</p>
	<p>Red Light</p>

8.5 Location of Track and Start Lights



8.6 Flag Warning System

- Coloured flags (red, yellow, green, and blue) may be used to warn a karter of a change of track conditions.
- Additional flags may be displayed at the race tower to warn karters of a change of track conditions, an invalid start, a karters error or the finish of the race.
- Karters are responsible for checking the tower for flag signals.

8.7 Track Light Warning System and Flag Warning System

- The operators of the track lights, start lights and flags must follow the rules outlined in this rule book.
- Karters must observe and follow the light and flag signals outlined in the rule book.

8.8 Track Signals

8.8.1 Green Track Light



During a race:

- Indicates racing can commence.

8.8.2 Yellow (Amber) Flag/Light



During a race:

- Danger warning – Keep to an even speed and **do not** overtake.
- Danger warning – May need to avoid a hazard on track.

8.8.3 Red Track Flag/Light



During a race:

- Indicates racing must stop immediately.
- No overtaking is allowed.
- Karters must raise a hand to indicate slowing down.
- Return to the in-grid, if safe
- If an obstruction prevents returning to the in-grid, stop on the circuit where it is safe.

8.8.4 Blue Track Flag/Light



- During a race:
- Indicates your kart is about to be lapped by **one or more** drivers.
 - You must maintain your racing line and allow any overlapping kart/s to pass without hindrance.
 - **Lead kart or subsequent karts** must ensure that it is safe to perform the pass on the lapped kart.

8.9 Additional Flags (Displayed only at the race tower)



- Australian National Flag**
- Alternative starting system
 - Karters must be told at the driver's briefing or a similar briefing system, that this flag is being used.



- Green Flag with Yellow V-Shape (yellow chevron)**
- Non-start to the race
 - Reform on track for another start attempt.
 - Must be used prior to the lead karts completing the first lap.



- Red and White Chequered Flag**
- Non-start to the race
 - Slow down and return to the in-grid for further instruction from the MKC officials.
 - Must be used prior to the lead karts completing the first lap.



- Black and White Chequered Flag**
- Shows the end of the race.
 - Maintain finishing order and do not pass karts in front of you.
 - Slow down and return to in-grid and follow official instructions.
 - Be prepared to be weighed at the in-grid.



- Yellow and Red Stripe Flag**
- Indicates a lack of adhesion on the track.
 - May indicate either oil; water or other debris is on the track surface.

8.10 Flags Directing Individual Karters (Displayed only at the race tower)



- Blue Flag with Two Red Diagonal Stripes**
- Displayed with the karters number.
 - Tells a karter to stop racing; remove themselves from the race line; raise his/her hand to indicate slowing down and return to the in-grid.
 - Will be classed as a finisher.
 - Penalties will apply if not observed.
 - Karters must be informed of its use at Driver's Briefing.



Black and White Diagonal Flag (Bad Sportsmanship)

- Displayed with the karters number.
- Indicates poor track behaviour/manners.
- Finish the race and see an official on return to the in-grid.



Black Flag with Orange Circle

- Displayed with the karters number.
- Indicates a mechanical defect or a safety issue with the kart or karter.
- Remove yourself from the racing line and raise your hand to indicate slowing down.
- Return immediately to the in-grid.
- Repair the problem and seek permission from an MKC official to return for the next race.



Black Flag

- Displayed with the karters number.
- Indicates the karter is in serious breach of the rules.
- Remove yourself from the racing line and raise your hand to indicate slowing down.
- Return immediately to the in-grid.
- Report to an MKC official.

8.11 Flags - Guidelines for Officials

- The flag which penalises individual karters must not be displayed in the last two laps of the race. However, the officials may still speak to or penalise a karter for something that has occurred during the race.
- Only the starter and an MKC official may order the operation of the flags or lights.
- A starter may only implement a red flag on the order of the head official.

8.12 Lap Board – Located at the race tower.



- Indicates laps in a race prior to start.



- Indicates the last lap remaining in a race.

8.13 Hand Signal – Karter Use

The karter is responsible for showing his/her intention to slow down on track when the slowing is not part of racing.

The karter will use his/her left or right hand raised at right angles to his/her body to warn karters following of the intention to slow down.

The karter will do this:

- When leaving the racing line to return to the in-grid for any reason during a race.
- When returning to the in-grid after the chequered flag has been waved.
- When slowing on track due to a flag warning or a race incident ahead.

Note: Hand signals are referred to in *Chapter 8 & Chapter 10*.

9 Chapter 9: Practice

9.1 Official's Signals – Club Organised Practice at Events

- The official at the out-grid will use the red, yellow, and chequered flag at the out-grid to signal karters. These may be used in conjunction with the Track Warning Light System (*Refer to Chapter 8*).
- After passing the chequered flag, karters will do a cool-down lap before returning to the in-grid.

9.2 Racewear

- Refer to *Chapter 5: Racewear*.

9.3 Practice

All karters need to adhere to the following guidelines during practice:

- Must check the condition of the track, their kart and race wear for safety.
- Practice ONLY in the clockwise direction.
- Practise in ten (10) minute sessions with people of the same age grouping.
- Karters are not permitted to practice alone. There must be an adult observing. This may be another licensed karter, pit crew or family member, over the age of 18 years.
- It is forbidden to stop a kart on track for any adjustments, refuelling, chain lubrication, tyre checking or driver instruction.
- If a kart has mechanical difficulties, the karter must get out of the kart, remove the kart from the track and move to a safety point before removing race helmet and gloves.
- No-one is permitted to enter a live circuit unless safe to do so.
- You shall only observe a driver from **FP1, FP2 & FP3** and not go onto the track unless it is to assist a karter.
- If a karter has mechanical difficulties, the pit crew (wearing safety vests) may assist the karter from the kart and remove the kart from the track. All concerned must go to a safe area, whilst other karts are on the track.
- Each karter and observer should ensure that a mobile phone and suitable First Aid Kit is in their possession, whilst at the circuit.

In/ Out grid Procedures:

- Only a karter and his/her pit crew/observer are allowed on the in/out grid when the relevant class is preparing for practice or returning to the in-grid.
- Do not drive your kart onto the scales. The karter must exit the kart and push it onto the scales.
- Do not drive your kart in the out-grid gate or stop in front of gate to allow to be picked up on the trolley.
- NO Chain Lubrication or Refuelling on the out-grid.
- NO TRANSPORT VEHICLES ARE ALLOWED on the OUT-GRID. (Karts and trolleys only)

10 Chapter 10: Event Rules

These Event Rules apply to any race event conducted at the Mackay and District Kart Club Inc, Kielbach Park. These rules should be used in conjunction with the Class and Technical Regulations.

10.1 Event Regulations (Supplementary Regulations)

These documents will outline the additional information required to attend the event advertised on a calendar or through electronic media. The Event Regulations will display the length of the event, the name of the officials at the event and any requirements for the event.

10.2 Event Entry and Acceptance of an Entry

- Participating karters will be required to complete the appropriate forms prior to the event.
- All entries must be received by email by the closing date and time stated in the notification for the event.
- By completing the form/s for the event, the karter and/or parent/guardian is acknowledging an understanding of the guidelines.
- The MKC Management Committee maintains the right to refuse any entry application without an explanation.

10.3 Scrutineering

A Scrutineer may inspect a kart prior to an event or at any time during an event to ensure compliance and safety.

10.4 Running in an Engine

A karter running in an engine during a practice session will place a red diagonal cross on the rear number plate.

10.5 Withdrawing from an Event

- A karter must notify the grid marshal, if not continuing in the competition.
- The grid marshal is responsible for informing the officials of the day and the Race Tower.

10.6 Changes to Event Regulations

- The MKC-MC and the officials of the day have the right to halt, cancel or postpone a race meeting.
- The MKC-MC and the officials of the day have the right to alter the length/number of heats or finals.
- Event cancellations shall be in accordance with **BYLAWS OF MACKAY & DISTRICT KART CLUB INC. November 2023 IA05948**
- In the case of an event being halted, the MKC-MC along with the officials will determine the duration of the event forfeited and award the competitors on the outcome of the sessions completed.
- In the case of alteration to an event length, the MKC-MC and the officials of the day will notify karters of the event change prior to the commencement of the specific event. The alteration will be presented over the speaker system.

10.7 Prizes and Awards

- Presentations will be conducted at the end of every race event with records of the event being maintained by the Club Secretary or Race Secretary.
- The MKC-MC reserves the right to determine the type of awards given.

10.8 Race Timetable

- A general race timetable will be displayed in the Event Regulations.

- The Chief Steward in collaboration with the other MKC officials at the event will make alterations to the race timetable if a need arises.

10.9 Minors (Under 18 years)

- A minor must have their parent or guardian accompany them to the race meeting or practice.
- A minor must have a parent or guardian accompany them to a chat with an official or a hearing.

10.10 Drivers' Briefing

- Karters and Pit Crew must attend the Drivers' Briefing, as outlined in the event regulations.
- Minors must have their parent or guardian accompany them to the Drivers' Briefing (*Refer to 10.9*).
- Officials have the right to call an additional Driver's Briefing if a situation arises.

10.11 Injured Karters

- A karter after an incident may be instructed by an official to seek the advice of the First Aid Personnel at the track.
- The officials have the right to ask the karter to obtain a medical clearance before proceeding with racing/practice.
- The Medical clearance must be presented to the Chief Steward prior to being given permission to recommence racing.

10.12 Medical Requirements for Injured Karters

- If a karter has been injured during a race meeting at the MKC Kielbach Park and has required medical attention beyond the First Aid Officer, they must provide an *MKC Medical Clearance Record* completed and stamped by his/her doctor prior to entering another race event or returning to the same race event.
- A karter by completing the Technical Passport will declare they are fit for racing at a particular event at the MKC, Kielbach Park.

10.13 Cadet & Cadet Beginners Events

- Require a minimum of four (4) parents/assistants to be spread in a safe position on the infield. Their role requirements are to only assist with the removal of a competitor to one of the numerous flag points around the track. They may remove a kart off the track if it is safe to do so.
- Two parents/assistants must be positioned at FP1. One will be responsible for always remaining at **FP1** with a yellow flag that is only to be used under the direction of the chief steward. This person must have a two-way radio and be in direct communication with the chief steward. The other parent/assistant is to assist with the removal of a competitor to one of the numerous flag points around the track if required. They may remove a kart off the track if it is safe to do so.
- Must be positioned in such a way that they are not required to cross a live track and must ensure that they too don't put themselves at risk.
- Additionally, all on-track assistance requires a high visibility vest to ensure they are easily identifiable.
- **MUST NOT** give any directions or signals to a Karter unless directed by the chief steward.

10.14 Class Consolidation

At the discretion of the Officials on the day of a race meeting, classes may be consolidated into one group. Classes will be consolidated according to age groups and/or engine performance.

10.15 Classes Permitted to Race and Practice Together

Practice	Race
Cadet Beginner, Cadet 9, Cadet 12	Cadet Beginner
Junior J and Junior KA100 restricted	Cadet 9, Cadet 12
All Seniors	Junior J and Junior KA100 restricted
	Yamaha KT100J (Senior – Racing) and 4SS
	Sportsman, Open Performance

10.16 Timing Transponders

- A karter must have a transponder compatible with the club’s timing system.
- Each karter is responsible for maintaining his/her timing device.

10.17 Result Recording

- Automated lap recording is used in the tower, however, after passing the chequered flag at the conclusion of a race, the field will maintain position and enter the in-grid in a uniform straight line and follow the direction of the MKC official. After the chequered flag there is no overtaking
- Finishing order may be recorded at this time.
- Failure to maintain position will result in a penalty.

10.18 Competition Numbers

- Each karter must display a kart number on the front, rear and both sides of his/her kart.
- The kart number needs to be legible and display the colour background and number colour related to the Licence Class as below:

Licence Class	Cadet	Junior	Senior
Plate Colour	White	White	Yellow
Number Colour	Red	Black	Black

- The kart number is to have a maximum of 2 digits and must not begin with “0” (zero).
- All numbers must conform to the following:

Kart Part	Height	Thickness
Nassau Panel	125mm	20mm
Rear Bar	125mm	20mm
Side Pods	100mm	15mm

- The officials of the day have the final say on whether kart numbers are legible.
- If two karts are entered into the same class/consolidation grouping at a race meeting, the first entry has the right to choose to maintain this number.

10.19 Observed Driving for ‘P’ Plate Licence Holders and One-Day Licence Holders

- Before racing, the above licence holders must participate in at least an observed practice session for the MKC officials to assess their readiness for racing. The observed practice session may be a part of the race day practice or a club-organised practice.
- The MKC officials have the right not to endorse a karter for racing if they deem the karter needs more experience under practice conditions.

10.20 A Kart Stops on Track

- **Warn Other Karters:** If a kart stops on track for any reason, the karter must hold one arm vertically above his/her head.
- **Attempt to Restart:** If a restart does not occur in 15 seconds, check it is safe and remove kart and yourself to a safe position.
- **Do not approach a stalled kart if it is unsafe to do so.**

10.21 Practice

- The minimum practice allowed at a race event will be one 6-minute session per grouping.
- During a practice session, karts must comply with all MKC Rules and Guidelines.
- Upon request, the Chief Steward may consider a maximum of 3 laps carby tune for a karter, who has been unable to practice.

10.22 Qualifying

- The Event Regulations will outline if qualifying will be part of the race meeting.
- There will be one qualifying session of six minutes in duration.
- Timing begins when the first kart passes the control line.
- Weaving to warm tyres is NOT PERMITTED.
- The grid gate will remain open until all karts have left the out-grid.
- Qualifying will end when the chequered flag is waved.
- Grid positions will be determined from the fastest qualifying time to the slowest qualifying time. (In case of a tie, the karters second fastest qualifying times will determine the grid positions.)
- A karter, who fails to register a qualifying time, will be placed at the rear of the grid.

10.23 Non-Qualifying Grid Draws

- When qualifying does not determine Grid Positions, a random draw will be used for the first heat and reversed for the second heat. Provisional licence holders must be gridded at the rear of the field. If more than one provisional licence holder is in the class, a random draw will be used as well.
- Heat 3 gridding is determined by the combined results of Heats 1 and 2, however, provisional licence holders will grid at the rear based on accumulated points against other provisional licence holders.
- Gridding for the finals will be accumulated points based on the format outlined in the Event Regulations. Provisional licence holders will grid the same as in point b.

10.24 Gridding

- The grid marshal will announce the class being gridded over a speaker system.
- Karters are allowed two minutes to the grid from the final call and may be assisted by one pit crew.
- Grid positions vacant at the end of the two minutes will be occupied by the next kart until all positions are filled on the out-grid.
- The Grid Marshal will control the exit from the out-grid.
- The karts move into the hands of the starter once the karts have passed the baulk line (*refer to Ch 1 – Baulk Line*).
- Karters must leave the grid in the order they have been gridded unless they have a mechanical problem.
- Should a competitor fail to start their kart in the first instance, but start the kart after a period the following rules apply:
 - a. The Grid Marshal will check (confirm) where the first kart is on track. The starter may help with this if Grid Marshal is unable to see.
 - b. If the first kart has not reached the second switchback, then the competitors will be allowed to leave the out grid as normal.

- If the first kart is at the second switchback the kart WILL NOT be permitted to exit the out grid and enter the circuit until the peloton of karts on track have passed the out-grid gate (Corner 1) and on their second lap.
- The slow starter WILL NOT be allowed to do a normal warm-up lap and WILL NOT be allowed to weave or warm up tyres/brakes etc.
- Slow starter joins the group at the back and makes way to their grid position ONLY BEFORE the formation line.
- If the driver fails to get into grid position before the formation line, then you will start where you are at that time.
- If the driver fails to start and be prepared to enter the track before the last competitor passes the corner 2 on the second warm-up lap (formation lap), they will be deemed a DNS, and the Grid Marshal will close the gate.

10.25 Start Procedure

Warm-up

- The warm-up commences when karts enter the track from the outgrid. Weaving of tyres is permitted in the out-lap only.
- The track marshalling lights will be amber for the warm-up.
- The warm-up will end when the karts pass the start/finish line.

Formation Lap

- From the point of the formation line (end of testro), the pole sitter slows down to approximately half race-pace and the remainder of the field forms up in their allocated grid positions.
- Karts must maintain this formation until the start signal is given.
- If a kart does not keep in its allocated position due to any difficulties during the formation lap but is able to continue, this kart must commence from the rear of the field.

Start Signal

As the field approaches the start/finish line in correct formation and at half-race pace, the starter, if satisfied, will switch the start light from amber to green to signal the start of the race.

Non-Start

- The amber light will remain on to signal a non-start.
- If the race is not started, the field will regain; hold grid positions and continue at half pace ready for another attempt.
- In some circumstances, the starter may be instructed by the Chief Steward to display the red and white chequered flag to send the field to the in-grid.

10.26 Breach of Rules during the Start

- A karter may be penalised during a race for a starting infringement.
- The karter will receive the Bad Sportsmanship flag (black and white diagonal flag) displayed with the kart number to indicate a breach has occurred. *Refer to Chapter 8 – 8.9.*

10.27 Immediate Restart

- If an immediate restart is required, the starter will signal with the green flag with the yellow chevron prior to the end of the first lap. *Refer to Chapter 8 – 8.8.*
- Karters must cease racing, regain formation, and prepare for a restart using the start procedure.

10.28 Restarting of Karts on Track

- Direct drive or external starting karts are not permitted to be assisted to re-start after a race incident. These karts must be removed from the track and the karter and assistants must move to a safe area.
- Electric start karts are permitted to restart after a race incident but the karter must have remained in the kart with no body parts touching the ground, barrier, or another kart to assist a restart. If an electric start kart fails to restart, the karter, kart and assistants must move to a safe area.

- Outside assistance is not permitted in a restart.

10.29 Race Stoppage Procedure

- The Chief Steward may stop a race using the red lights/flag. Refer to Chapter 8 – 8.7.
- The field will acknowledge the flag/lights; cease racing and return to the in-grid at a greatly reduced pace. If the track is blocked, stop on the track until directed otherwise.
- The field will remain in parc fermé until directed by the officials. No work is allowed on the karts.
- If one timed lap hasn't been completed, then a complete restart shall occur based on the original grid order.

Red Flag/Light Stoppage	75% of Race Finished	50-75% of Race Finished	Less than 50% of Race Finished
Red flag waved/red lights switched on	Race will be declared.	It will be continued at the discretion of the officials and will recommence from the last recorded lap.	The race will recommence from the last recorded lap.

- If the race is re-started, any karter, who was stopped before the race stoppage is not eligible to restart.
- Any kart deemed unsafe by the Scrutineer will not be permitted to restart.

10.30 Race Restart Procedure

- The karters will restart on their last completed lap positions, as per Timekeeping except for non-restarters.
- If the first lap is not completed prior to the stoppage, the original grid order will be used, except for any stopped kart or any kart, which does not pass scrutineering.
- In the event of a restarting karter experiencing engine starting issues, gridding rule (g) will apply.
- Restarting karters will exit the out-grid in single file for the restart formation.

10.31 Finishing

- The chequered flag signals the end of the race and, after passing the chequered flag, all racing must cease. Karts must remain in their finishing order and proceed to the in-grid at a reduced pace. Refer to Chapter 8 – 8.8.
- A red flag may be used to complete a race due to a stoppage. The results will be calculated on the last completed lap. Refer to Chapter 8 – 8.7
- The finishing order will be recognised by a timing or manual system, which recognises the karters in their order of completion. Karters finishing order may be altered if a penalty has been applied.
- A kart must cross the finishing line without outside assistance to be classed as a finisher.

10.32 Win by Default

- If there is only one kart in a field of a number of karts remaining operational, the remaining kart will be declared the winner.
- If there is only one kart to commence a race, the karter will be given the option to join another class (if possible) to complete the full race or the karter may be declared the winner of the race by default after completing one lap.

10.33 Winner of a Draw

During a race event, where there is a points draw, the karter with the higher finishing position in the most recent race will determine the order for the grid position or event result.

10.34 Overtaking During a Race

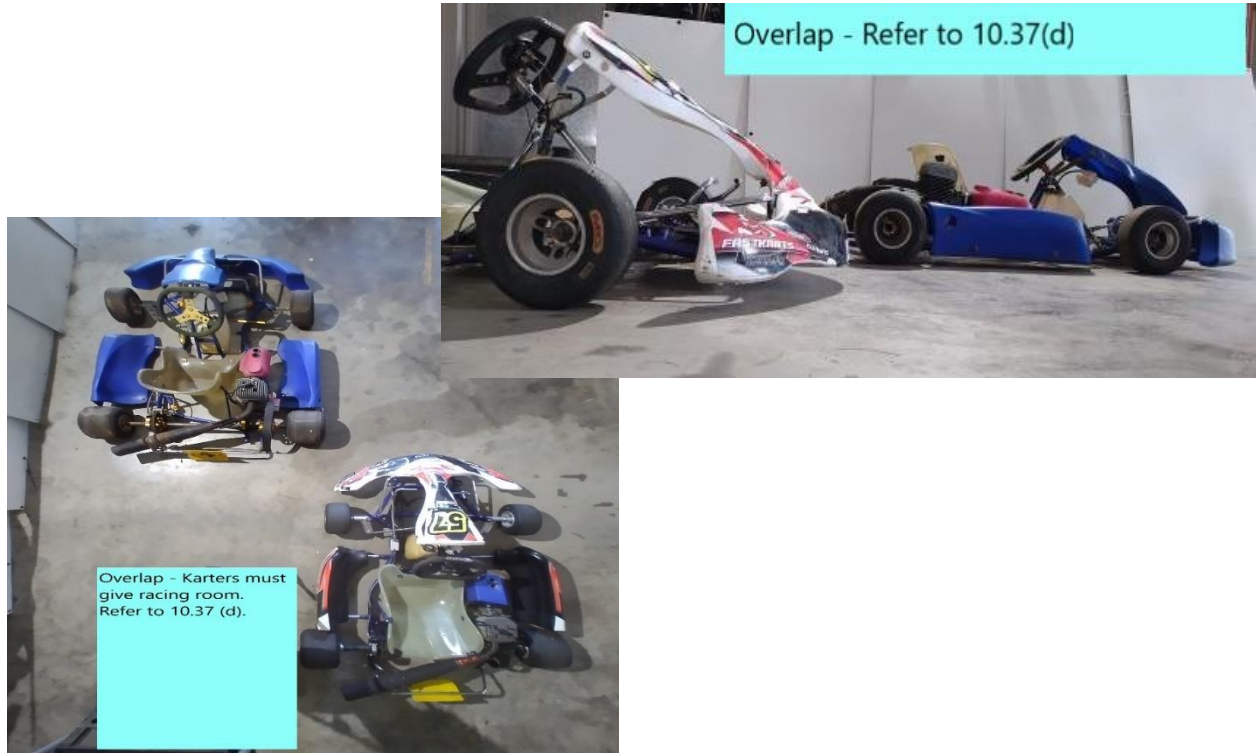
- Overtaking may be performed anywhere on the track.
- Forceful defence of a position, such as a double movement block, forcing a kart beyond the edge of the racing surface or a sudden directional change, is not allowed and may be brought to the attention of the Steward.
- Overtaking is only allowed on the track. Gaining positional or time advantage off/outside the track will need to be corrected by the karter or it will be brought to the attention of the Chief Steward.

Passing Overlap – The passing kart's nose cone is level with the steering wheel of the kart being passed. (The photos included are for illustration purposes only and indicate the approximate position for a Passing Overlap.)

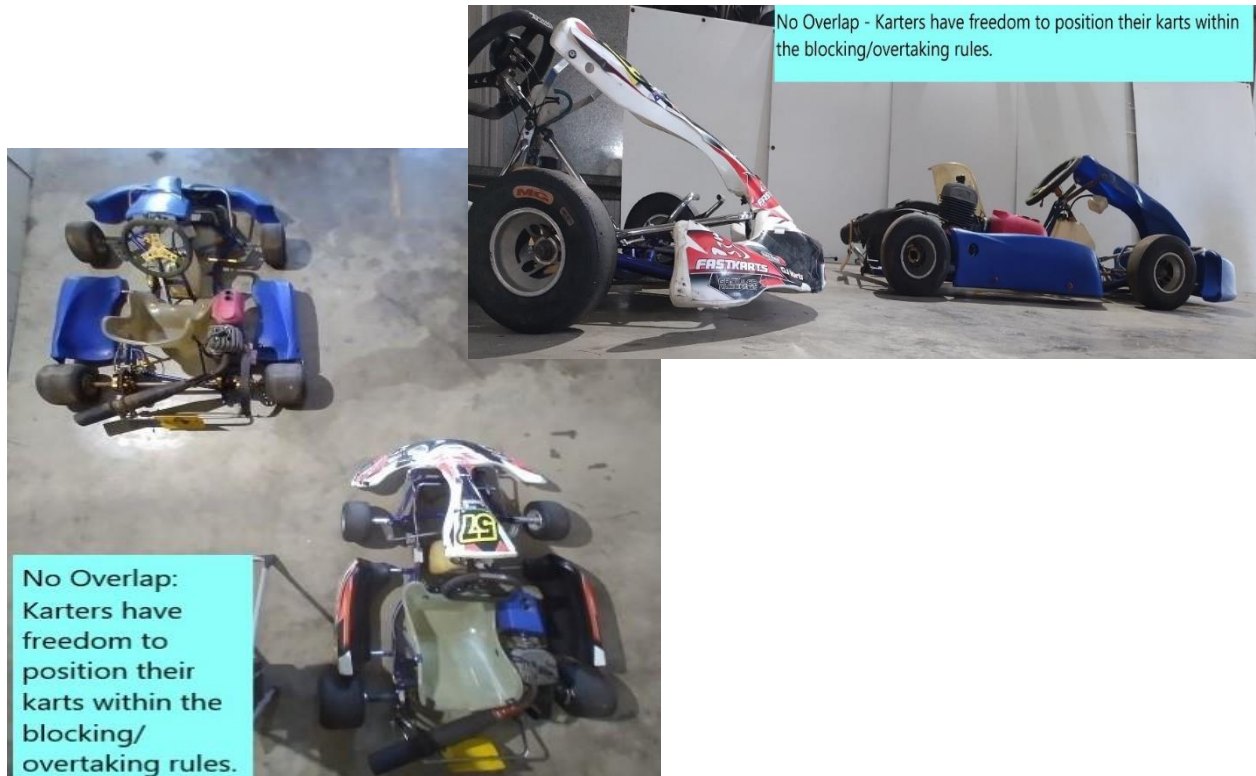


Overlap:

When the front of the approaching kart is running side by side with at least the rear of the leading kart.



No Overlap:



10.35 Blocking

- Continuous blocking is not allowed.
- Blocking in the final two laps of the race is acceptable. If a karter intends to block, they must perform the blocking move before the braking zone.
- A kart cannot change direction in the braking zone to prevent overtaking by another kart, especially, if another kart has a passing overlap.
- A block cannot be performed once there is an overlap between karts. Defending karts should not force the overtaking kart beyond the racing surface.
- Once a block is performed, the karter is committed to that racing line and cannot do a double movement back to the original racing line.

10.36 Overtaking

- At the point of turn-in to a corner, a kart, which has a passing overlap on another kart, will be given racing room.
- When a karter is performing a pass, they must be in control of the kart.
- If there is not a passing overlap, the lead kart is free to take its own race line.
- If two karts are exiting a corner side by side, the inside kart must give racing room to the outside kart.

10.37 Safe Removal of Karts

- If a kart is withdrawing from a race to the in-grid, the karter must raise a hand to ensure fair warning has been given to other karters. *Refer to Chapter 8.*
- If a kart stops on track for any reason, it must be removed to a safe area off the track immediately. (Novice drivers may be assisted by observers.) Karts must not be pushed along the track during racing.
- If a karter exits his/her kart during a race, a Did Not Finish (DNF) result will be received.

10.38 Entry into the In-Grid

- A karter must raise an arm to indicate entry into the in-grid. *Refer to Chapter 8.*
- A karter must greatly reduce speed when entering the in-grid.
- At the end of the race after the chequered flag, karts will maintain their finishing positions for entry to the in-grid.

10.39 Kart Pick-up from a Track Incident or Breakdown

- At the end of a race or practice session, an undrivable kart may be retrieved by the karter or his/her pit crew with his/her kart trolley and returned to the in-grid following the instructions of the grid marshal, who will be in control of all kart retrieval.
- At certain race events, the MKC may choose to organise a motorised vehicle with pick-up trailers, if this retrieval method is chosen, it will be outlined in the Event Guidelines.
- You may be required to wait until after the completion of the next event. Make sure you have someone ready to assist you if you are on your own and have your trolley clearly identified with your kart number and class.

10.40 First Aid and Injuries

Qualified First Aid personnel will attend all race meetings and will be in their designated area. Must carry a two-way radio.

10.41 Injury Reporting:

- An injured person or parent/guardian is responsible for reporting to first aid and ensuring the correct paperwork to report the incident is completed.
- Any injury occurring within the Race Circuit or pits must be reported to the Officials of the Meeting and First Aid Personnel.

- The First Aid Personnel are responsible for entering into a First Aid Log the treatment and advice provided to the injured party/parties.
- If an injury occurs during a Practice Event, the injured party or his/her representative needs to report the incident to a MKC Committee member for recording on the club's records.

11 Chapter 11 - Breaches, Penalties and Protests

11.1 Rule Breaches of the MKC Rules and Guidelines and Support Documentation

Any attendee who violates the MKC Constitution, MKC Rules and Guidelines or Event Regulations, MKC by-laws, procedures or policies may be penalised.

11.2 Authority to Impose a Penalty for a Rule Breach

- The Chief Steward has the right to impose penalties for Rule Breaches at a race event.
- The MKC-MC has the right to impose penalties for Rules Breaches outside of a race event.

11.3 Rule Breaches

- Rule Breaches may be noted by any official and reported to the Chief Steward.
- A Rule Breach Penalty can only be applied by the Chief Steward.
- A Penalty issued by the Chief Steward cannot be contested.

11.4 Responsibility for a Rule Breach

The karter will be responsible for all rule breaches made by themselves, their pit crew, their parent or legal guardian and any attendee associated with them.

11.5 Application

The MKC Rules and Guidelines and supporting documentation apply to anything done or not done by the karter and any attendee associated with them.

The MKC Rules and Guidelines and supporting documentation apply to:

- The Kielbach Park
- At any meeting venue which has a connection to the MKC
- At any social venue which has a connection to the MKC
- Any social media application, which can be linked to the MKC
- Any engagement or activity where the attendee is recognised as a representative of The Mackay and District Kart Club Inc

11.6 Verbal Warning

An MKC official may give a verbal warning that the karter is breaching a rule. The warning will be used to help the karter or his/her associates to learn the correct application of the rules.

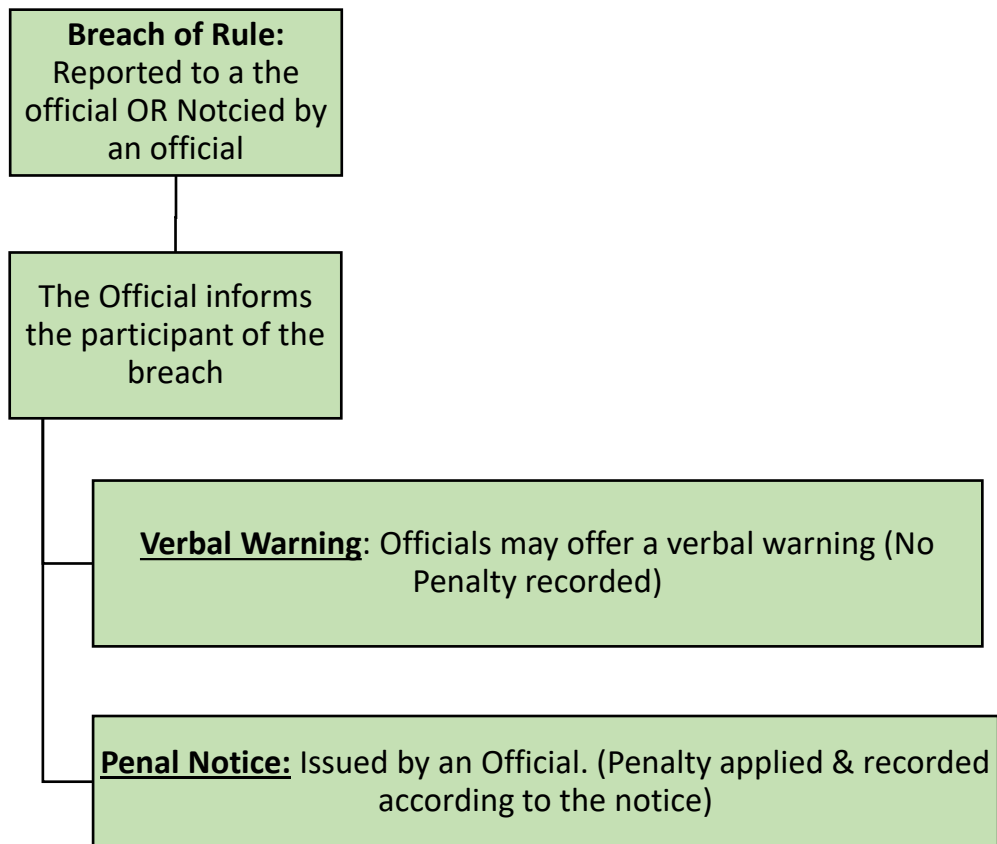
11.7 Types of Penalties, which can be applied to a karter

- **Removal of Qualifying Laps** – Penalty – removal of up to the best two qualifying laps
- **Time Penalty** – Maximum time penalty – 10 seconds
- **Place Penalty** – Finishing position will be adjusted
- **Disqualification** – Minimum Penalty – a section of the race event
Maximum Penalty – the whole race event
- **Suspension** - Minimum – Unable to compete in next race event
Maximum Penalty – 12 months
- **Expulsion** – Removal from the club as per MKC Constitution

11.8 Penalty Notice

- A Penalty Notice is issued when the Chief Steward deems a karter or any attendee associated with the karter has breached the MKC Rules and Guidelines.
- This notice will outline the rule breach and penalty applied.
- A karter cannot appeal a penalty.

11.9 Rule Penalty Flowchart



11.10 Competition Breaches and Penalties

Breach	Penalty/Penalties
Illegal Blocking	Minimum – Verbal Warning Maximum – Place Penalty
Brake checking	Minimum – Verbal Warning Maximum – Place Penalty
Contact of Karts	Minimum – Verbal Warning Maximum – Disqualification from the event
Not providing racing room	Minimum – Verbal Warning Maximum – Place Penalty
Lack of control of the kart	Minimum – Verbal Warning Maximum – Place Penalty
Ducking of karter's head impeding forward vision	Minimum – Verbal Warning Maximum – Place Penalty
Shaking hands whilst on track	Minimum – Verbal Warning Maximum – Place Penalty
Starting Infringement	Minimum – Verbal Warning Maximum – Place Penalty
Cutting the track to gain an advantage	Minimum – Verbal Warning Maximum – Place Penalty
Non-Compliance to Technical and Class Rules	Minimum – Verbal Warning Maximum – Disqualification from the event
Failure to comply to Light and Flag Signals	Minimum – Verbal Warning Maximum – Disqualification from the event
Failure to move an immobile kart as far as possible away from the track	Minimum – Verbal Warning Maximum – Disqualification from the event
Failure for a karter to move to a safe area	Minimum – Verbal Warning Maximum – Grid Penalty
Failure to display a 'P' plate	Minimum – Verbal Warning and Rectification
Dangerous driving in the in and out grid areas	Minimum – Verbal Warning Maximum – Disqualification from the event
Driving over the scales	Minimum – Verbal Warning Maximum – Disqualification from the event

11.11 Rule Breaches - General

Rules Breaches may be published or announced to deter future breaches by others.

Rule Breach	Explanation	Penalty
Physical Contact/Abuse	No attendee is to engage in the physical assault of another attendee.	Minimum: Immediate Suspension Maximum: Expulsion
Suspected Influence of Alcohol and Drugs	<p>No participant (karter, parent/guardian, official, volunteer or pit crew) can be under the influence of alcohol and/or drugs (legal or illegal) during a race event.</p> <p>a. A karter, his pit crew or parent/guardian must not be under the influence of alcohol or drugs, whilst engaged in competition at the Mackay and District Kart Club Inc's Kielbach Park .</p> <p>b. The MKC-MC reserves the right to exclude any attendee in any capacity for the duration of the event from the Kielbach Park , if in their opinion an individual or group of individuals is displaying behaviour induced by alcohol and/or drugs.</p> <p>c. If a karter is excluded from competition due to the suspected influence of alcohol and/or drugs and they attempt to drive a licensed vehicle, the MKC-MC, under its duty of care, reserves the right to contact the police.</p>	<p>Minimum: Exclusion from the event</p> <p>Maximum: Suspension of licence for 12 months</p>

11.12 Protest - A protest cannot be made against the decisions of Officials.

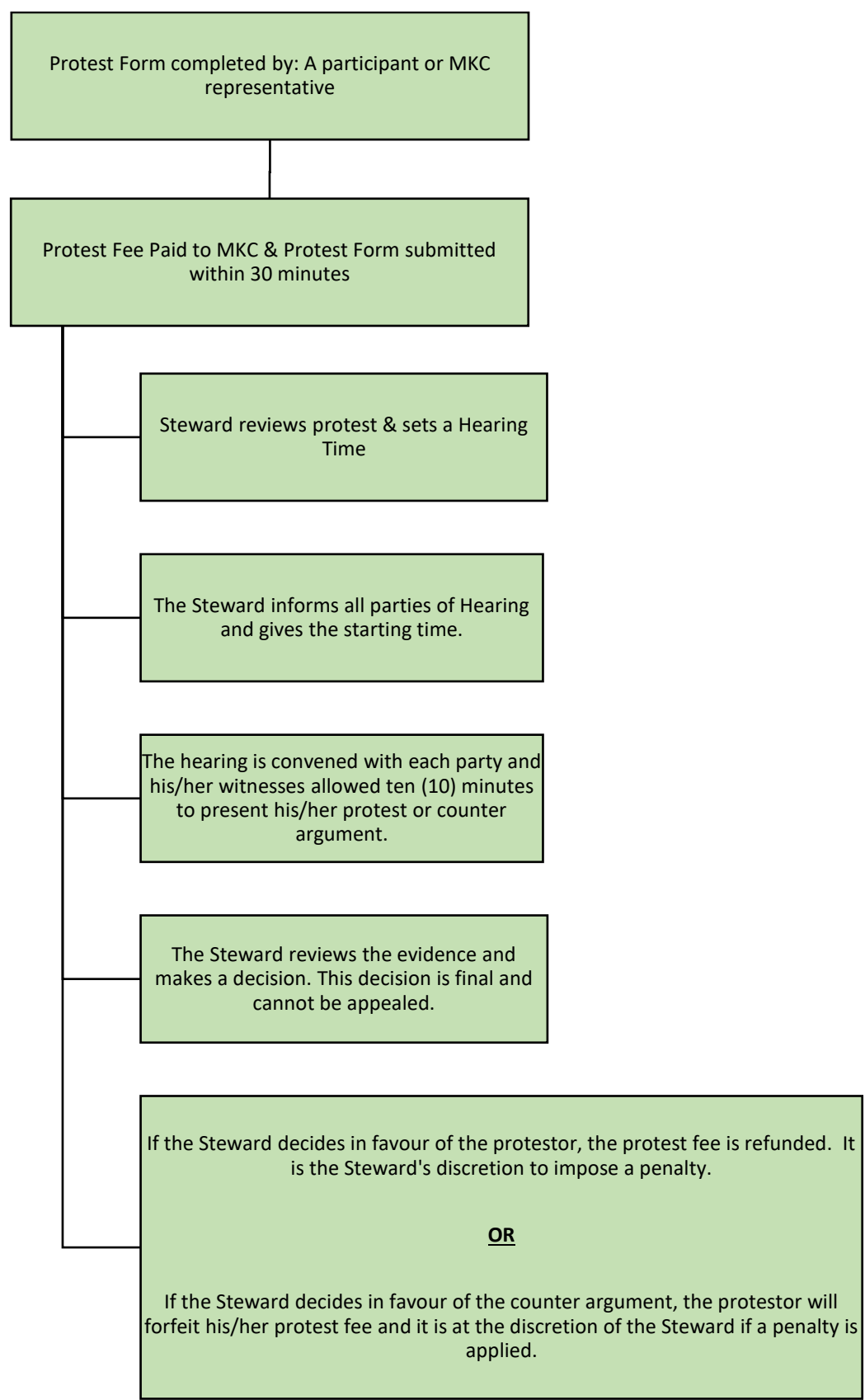
- A protest can be raised by a karter.
- The raiser of the protest/s must complete an individual Protest Form for each issue and pay the protest fee of \$150 for each issue. Payment of the protest fee shall be by electronic bank transfer. The MKC will issue a receipt for the payment of the fee.
- The protest fee will be returned if the protest is accepted at a Steward's hearing, **but** the fee will be forfeited if the protest is lost. The return of the Protest fee will be done by electronic bank transfer or cheque made out to the protester. (The fee will be returned post event.)
- Protests may only relate to a race meeting and must be raised with the Chief Steward or official on the day of the event.
- A protest must be raised on the official form within 30 minutes of the issue occurring.
- The protest must be heard at a Hearing by the Chief Steward or Official on the day of the event and all parties must be informed of the outcome.
- The Chief Steward / Officials decision is final after the Protest has been heard. There is no right of appeal.
- If a Chief Steward or Official during a protest hearing believes the protester/the accused is displaying bullying, maliciousness or nuisance causing behaviour, the steward/official has the right to deem the protester/the accused has breached the MKC Rules and Guidelines. The protester/accused will then receive a penalty.

11.13 Steward's or Official's Hearing

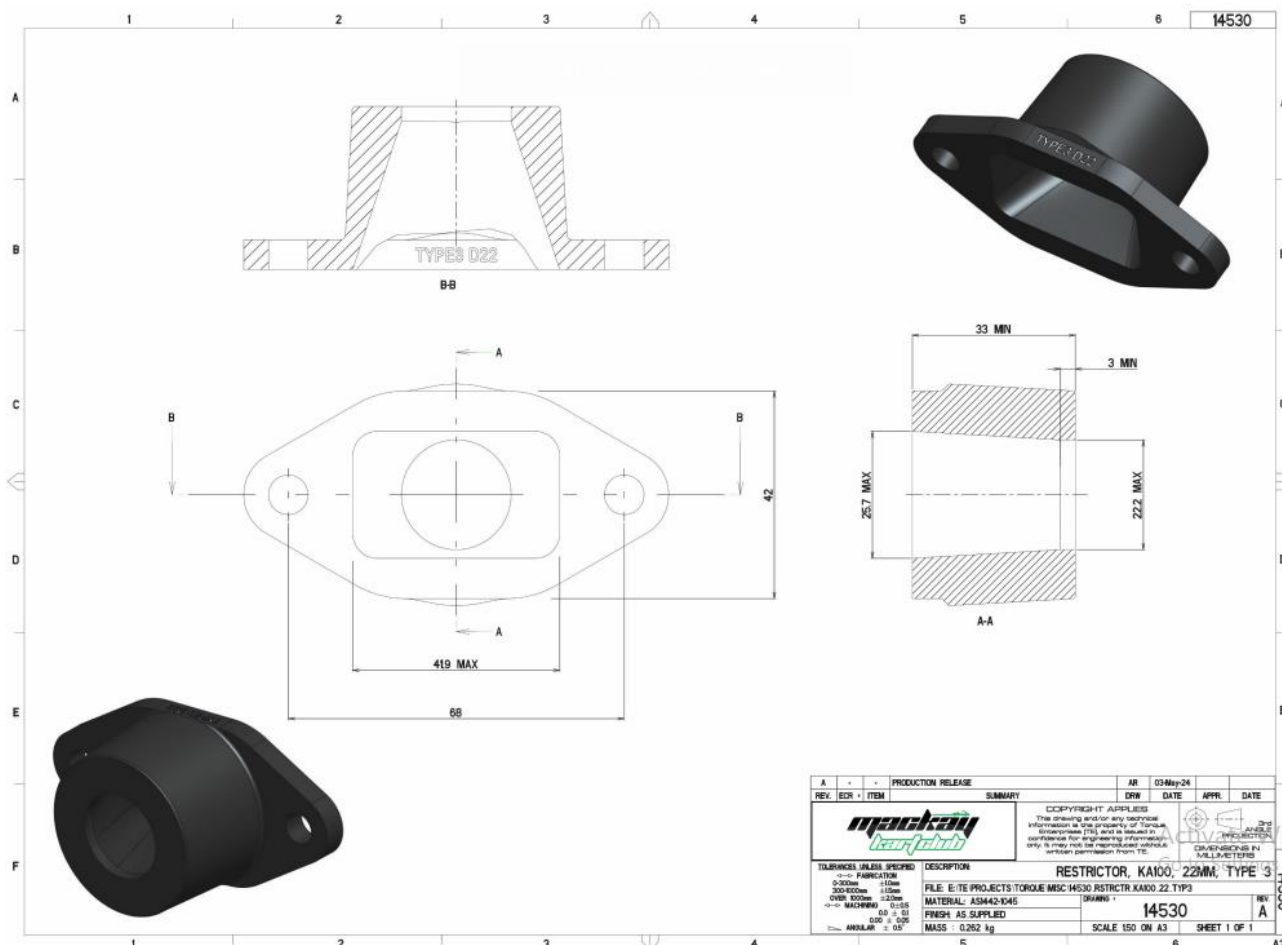
- A steward's or official's hearing is to listen to a protest and a counter argument from the accused (karter or Associate).
- Once a protest is raised, the Chief Steward/Official will notify all parties of the time the hearing will occur.

- Both parties will be given a maximum of 10 minutes to present the relevant evidence and present their witnesses. Parties will not be allowed to leave the hearing to gain more evidence. (The hearing may be recorded.)
- The protester / the accused, under the age 18 years, must be accompanied by their parent / guardian.
- After all evidence is presented, the Chief Steward/Official will evaluate the evidence presented and make a decision, which cannot be appealed.

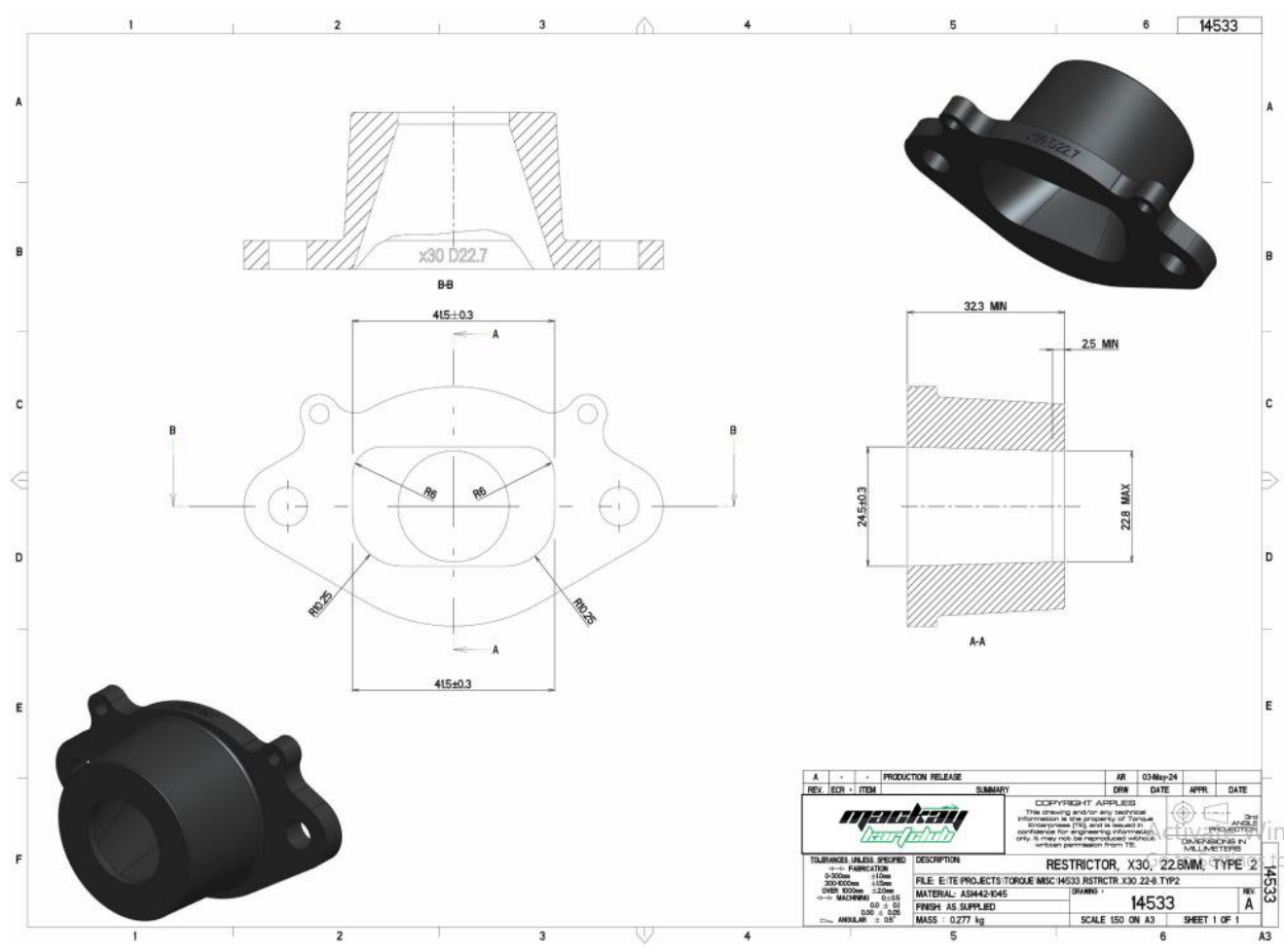
11.14 Protest and Hearing Flowchart



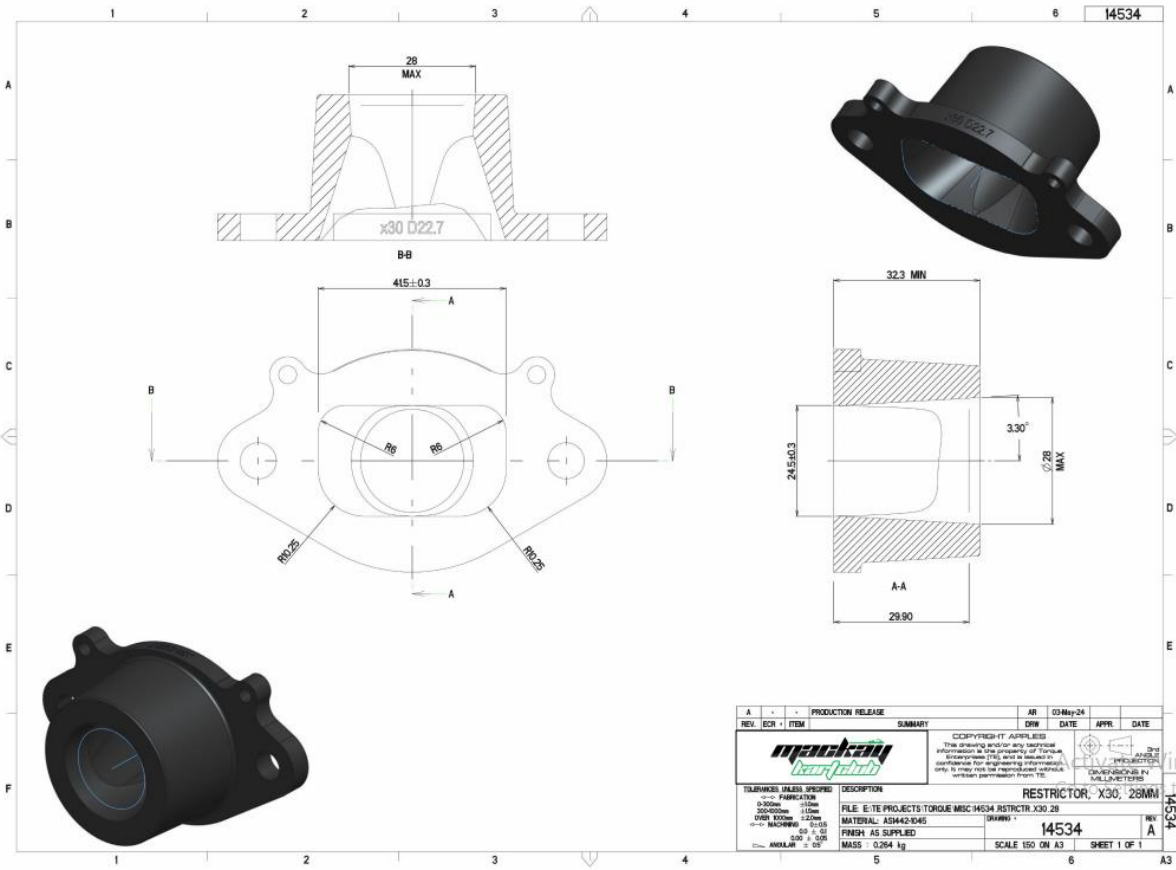
Annexure A – KA4 Junior Restrictor



Annexure B – Sportsman X30 Restrictor



Annexure C – Sportsman Heavy X30 Restrictor



Annexure D – X30 Old Style Exhaust (Type 1)

