



# **Ontario Karting Regulations Book 1 Sporting Regulations**

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

**Effective January 1, 2022**

**CANADIAN AUTOMOBILE SPORT CLUBS-OR IS THE GOVERNING BODY OF  
MOTORSPORT IN ONTARIO AS APPOINTED BY GDS-ASN CANADA**

These regulations govern all Ontario Karting Competitions sanctioned by CASC-OR

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CANADIAN AUTOMOBILE SPORT CLUBS-ONTARIO REGION  
7250 Keele Street  
Suite 413  
Concord, ON  
L4K 1Z8  
Phone: 416-667-9500  
Fax: 416-667-9555  
General Enquiries: office@casc.on.ca

All enquiries regarding these Regulations should be addressed to:  
CANADIAN AUTOMOBILE SPORT CLUBS-ONTARIO REGION

Grey highlights show GDS-ASN changes from 2021 to 2022

Green highlights show CASC-OR specific changes for 2022

Kart racing is a dangerous sport.

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

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

Participants are encouraged to inspect the racing facilities and to bring to the attention of the organizers and officials anything that is of a concern to their personal safety. If a participant is not comfortable with the facility they should consider withdrawing from the event. If the driver is under the age of majority, then the parents, guardians and/or handlers should inspect the facilities as above.

Canadian Automobile Sport Clubs-Ontario Region affiliated Karting Clubs or Series **must** adopt these Sporting Regulations and the CASC-OR Technical Regulations in Book 2 for use within their own competitions.

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## **1. GENERAL PRESCRIPTIONS**

### **1.1. Sanctioning Authority**

Canadian Automobile Sport Clubs- Ontario Region referred to as CASC-OR hereafter, has drawn up these Regulations referred to herein as "these Regulations" for the Ontario Karting Community.

CASC-OR or the affiliated Karting Clubs having jurisdiction shall render all decisions concerning these Regulations; determine eligibility for participation in competitions; appoint Officials; issue and withdraw licences; apply penalties for violation of these Regulations; do any and all things deemed in its judgement to be in the best interests of the conduct of Karting sport.

**Sanction for the establishment of a Ontario Region Competition, affiliated Club Series and or individual event is granted only by CASC-OR.**

### **1.2. CASC-OR Sanction for a Competition or Series**

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

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

### **1.3. CASC-OR Competition Regulations**

CASC-OR reserves the right to alter these Regulations at any time. CASC-OR Bulletins become part of these Regulations.

If a CASC-OR affiliated Club or Series **must** adopt these regulations and they should draft their own Club, Series and Event Supplementary Regulations. **Such Regulations should not conflict with these Regulations and need prior approval of CASC-OR before the event.**

These Regulations have been prepared in English only.

### **1.4. Knowledge of These Regulations**

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

They have acquainted themselves with these Regulations.

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

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

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

negligence of the said bodies, their agents, officials, servants, or representatives.

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

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

### **1.5. Acknowledgment of These Regulations**

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

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

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

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

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

### **1.6. Precedence of Regulations**

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

1. These Regulations.
2. CASC-OR Karting Regulations Bulletins.
3. Rok, Rotax Max Challenge Canada and Canadian Briggs & Stratton Regulations.
4. Club or Series Regulations.
5. Club or Series Bulletins.
6. Event Supplementary Regulations.
7. Event Bulletins.
8. Instructions from approved Officials.

### **1.7. CASC-OR Bulletins**

CASC-OR Karting Regulations Sporting and Technical Bulletins become effective on the date published. Bulletins published on the CASC-OR website are deemed to be the official notification to all affiliated organizations, Clubs and participants.

### **1.8. Television Images**

The karting organization having jurisdiction is the holder of all rights to the use of television images at their karting organization events.

CASC-OR is the holder of all rights to the use of television images at all Ontario Region and Club Events.

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

## 1.9. Use of Unmanned Aerial Vehicle (UAV) or Drone



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

<https://www.tc.gc.ca/en/services/aviation/drone-safety/flying-drone-safely-legally.html>

The use of an unmanned aerial vehicle (UAV), commonly known as a drone, for any purpose is prohibited at all times. The exception is a licenced commercial drone operator with a current Special Flight Operations Certificate and a valid liability insurance certificate (minimum of \$100,000). Both the Operations Certificate and valid Certificate of Insurance must be made available to the track owner, event organisers and Officials. Drones must be flown within the Transport Canada Regulations. Failure to provide this documentation will result in the drone(s) not able to be used or flown. Racetrack owners may prohibit the use of drones completely.

## 2. DRIVER COMPETITION LICENCING AND ELIGIBILITY

### 2.1. CASC-OR Regional Licence and Age Requirements

- a) Bona-Fide Proof of Age: This must be available at all times and is required to be shown to a Race Official if requested.
- b) Regional Age Requirements: Age categories are based on the calendar year. The driver must reach the minimum age and not exceed the maximum age during the calendar year.

A Junior driver who turns age 8 during the calendar year can start racing while age 7.

A Junior driver who turns age 15 during the calendar year can start racing as a Senior while age 14.

A Junior driver who turns age 15 during the calendar year may remain a Junior for the remainder of the calendar year. A Junior driver cannot be age 16.

- c) World Final Age Requirements: To compete in a World Final in Rotax or Rok a driver requires an International licence. Age requirements to compete in a World Final may differ from the age requirements for a GDS-ASN CANADA National licence.
- d) Rookie: A "Rookie" is a driver of any age, having 3 or less race events of experience. Rookies must mark an "X" on the rear of the kart and start at the back of the grid. After 3 race events a rookie driver may be granted an unrestricted kart racing licence of the appropriate grade.

### 2.2. CASC-OR Licence Categories

Licence Grade	Class
D	Briggs & Stratton Cadet, Rok Mini, Rotax Micro
C	Briggs & Stratton Cadet, Briggs & Stratton Junior Lite, Rok Mini, Rotax Mini
B	Briggs & Stratton Junior, Rok Junior, Rotax Junior
A	Briggs & Stratton Senior, Briggs & Stratton Masters, Rok Senior, Rok Masters, Rok Shifter, Rotax Max, Rotax Max Masters, Rotax DD2, Rotax DD2 Masters

### 2.3. Briggs & Stratton Age Limits

Licence Grade	Class	Age	Birth Year
D or C	Cadet	8 to 11	2011, 2012, 2013, 2014
C	Junior Lite	9 to 15	2007, 2008, 2009, 2010, 2011, 2012, 2013
B	Junior	9 to 15	2007, 2008, 2009, 2010, 2011, 2012, 2013
A	Senior	15+	2007 or before
A	Masters	30+	1992 or before

## 2.4. Rok Age Limits

Licence Grade	Class	Age	Birth Year
D or C	Mini	8 to 13	2009, 2010, 2011, 2012, 2013, 2014
B	Junior	12 to 15	2007, 2008, 2009, 2010
A	Senior	15+	2007 or before
A	Shifter	15+	2007 or before
A	Masters	30+	1992 or before

## 2.5. Rotax Max Age Limits

Licence Grade	Class	Age	Birth Year
D	Micro	8 to 11	2011, 2012, 2013, 2014
C	Mini	10 to 13	2009, 2010, 2011, 2012
B	Junior	12 to 15	2007, 2008, 2009, 2010
A	Max	15+	2007 or before
A	DD2	15+	2007 or before
A	Max Masters	32+	1990 or before
A	DD2 Masters	32+	1990 or before

For age requirements to compete in the RMC GF (Rotax MAX Challenge Grand Finals) contact Rotax Max Challenge Canada <https://maxchallenge.ca>

## 2.6. Driver Licencing Derogations

Exemptions to driver licencing regulations, based on age or physical condition, are prohibited.

## 2.7. Assumed Names

No participant shall enter an event or sign the waiver and release with an assumed or fictitious name unless first authorized in writing by CASC-OR or the affiliated karting club. The use of assumed or fictitious names shall not relieve the individual of any obligations, liabilities or penalties under these Regulations or those of a Series or Event.

## 2.8. Medical Requirements for A Driver Competition Licence

CASC-OR or the affiliated karting club reserves the right to request a medical examination of a driver by a physician at any time. Such requests are at the expense of the driver.

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

- All Applicants:** At the time of application for a competition licence, drivers shall submit a completed and signed Medical Self Declaration. This must be signed by a Parent or Guardian if the applicant is under the age of majority in the province of application. The form is available at <https://www.asncanada.ca>
- Applicants Age 50 and Older:** All Licence applicants 50 years of age and older are required every two years to pass a medical examination by a physician. The form is available at <https://www.asncanada.ca>

## 2.9. Driver Competition Licence

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

**Club or Regional Membership Is Required:** It is a requirement that each licenced driver be a member in good standing of an ASN affiliated karting Club or Region in order to compete in CASC-OR regional or affiliated club events. **Competitors must acquire their licence in the region of their residence.**

**Proof of Club or Regional Membership and Competition Licence:** It is the responsibility of the competitor to show proof of membership in an ASN affiliated Club or Region and their competition Licence upon request.

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

**Foreign Drivers:** For all classes, foreign drivers must hold a Karting Licence from their country of residence and have a Letter Permission/Visa issued by their ASN. It is the drivers' responsibility to provide proof of racing experience before being allowed to compete in sanctioned events

**Racing abroad:** Qualified drivers who wish to race outside Canada, may do so, if they have a Letter of Permission from ASN, or their International Entry Form endorsed by ASN. A Letter of Permission, for National and International events, may be obtained by request, from ASN for a fee.

## 2.10. Information on a Driver Competition Licence

Every licence shall display the following information including:

Club-Regional or National LICENCE

Licence #

Kart # (Optional)

Licence Holder First and Last Name

Grade of Licence

Issue Date

Expiry Date (all licences must expire on December 31, of the year they were issued)

## 2.11. Licence Types

**Club-Regional:** Issued by CASC-OR or affiliated Club or ASN affiliated Region shall be recognized by all other affiliated Clubs, **Regions or Series**.

**National:** Issued by ASN.

## 2.12. International Driver Competition Licences

Applications for all International kart racing licences must be made through ASN.

## 2.13. Competitors under the Provincial Age of Majority

Such competitors must submit a fully completed Annual Parental Waiver with their Licence Application.

## 2.14. Canada - Age of Majority by Province

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

### 3. DRIVERS RACING EQUIPMENT

#### 3.1. Use of Driver's Racing Equipment

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

#### 3.2. Allowable Helmets

The document 2022-ASN-CDN-Karting-Helmets.pdf with a list of acceptable helmets is available at <https://www.asncanada.ca>

#### 3.3. Helmet Usage

Helmets should fit according to the manufacturer's specifications. Helmets must be worn and properly fastened during all track sessions. Damaged helmets may be refused at any time.

The helmet visor must be in the down (closed) position any time a kart is in motion.

It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.4 and 1.6), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

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

#### 3.4. Helmet Cushions (Neck Collars)

Use of helmet cushions (neck collars) is optional. CASC-OR or the affiliated karting club reserves the right to prohibit devices that in its opinion may adversely affect safety.



#### 3.5. Rib Protectors

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

FIA Standard 8870-2018 rib protectors are recommended for 2022 and will be mandatory in 2024.



#### 3.6. Driver's Suit and Apparel

Drivers are required to wear racing suits designed for karting use for all events. CIK-FIA Level 2 homologated racing suits are recommended. Homologated driver's suits remain valid for 5 years after their date of homologation and manufacture. They must cover the whole body, legs and arms included. Abrasion resistant shoes and **abrasion resistant** gloves that completely cover both hands are mandatory. The suit must be completely fastened as designed. A driver with exposed skin on arms or legs may be shown the Black Flag with Orange Disk with Kart Number.

Leather overalls complying with the standards defined by the FIM (Fédération Internationale de Motocyclisme) are authorized.

### **3.7. Long Hair Protection**

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

### **3.8. Loose Clothing**

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

### **3.9. Personal Safety Equipment Condition**

All driver personal safety equipment must be in good condition and may be subject to pre-race inspection prior to any on-track activities at each event and throughout an event. **A Technical Inspection Self-Declaration including Driver Protection must be completed and submitted to a Technical Inspector.**

### **3.10. Rain Racing Driver Equipment**

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

## 4. PARTICIPANT CONDUCT

### 4.1. The Driver is Responsible

Drivers are at all times responsible for the conduct of their mechanics/tuner, parents/guardians, team members **or guests**. When drivers are under the age of majority, their mechanics/tuner, parents/guardians, team members **or guests** are responsible at all times.

A violation of these Regulations committed by a driver, mechanic/tuner, parent/guardian, team members **or guests** may be directly chargeable to the driver and result in penalties that may ultimately affect the outcome of a competition.

### 4.2. Participants Code of Conduct

- a) All participants (**which includes drivers mechanics/tuner, parents/guardians, team members or guests**) must participate within the rules and respect race officials and their decisions.
- b) All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- c) All participants must encourage and take responsibility for their actions at all times.
- d) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- e) It is the **driver's** own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.  
  
It is the **driver's** responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- f) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- g) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.
- h) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked **after** the drivers meeting held before each event.
- i) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- j) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be Disqualified from the event and face further disciplinary action.
- k) Any abusive comments on social media (Facebook, Twitter, **Instagram, YouTube, TikTok** etc.) between teams, competitors, officials, organizers, or any person associated with karting organization events are prohibited, and those doing so will be held responsible and liable for their actions.

**TREAT PEOPLE THE WAY YOU  
WANT TO BE TREATED.  
TALK TO PEOPLE THE WAY  
YOU WANT TO BE TALKED TO.  
RESPECT IS EARNED NOT  
GIVEN.**

## 5. ORGANIZATION OF COMPETITIONS

### 5.1. Medical Services

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

### 5.2. Insurance Requirements

**Club General Liability Insurance:** CASC-OR requires that all affiliated karting organizations be insured for General Liability to cover the club meetings, banquets, and all club non-racing activity.

**Event Insurance:** This Insurance is mandatory for all speed events such as Test & Tune, Practice and Race Events.

#### Minimum Insurance Policy limits:

**Liability** \$5M

**Personal Injury** \$5M

**Participant Accident** \$25K

**Excess Medical** \$15K

**Weekly Indemnity** \$100x52 weeks

## 6. REGIONAL - NATIONAL KART NUMBERS

All karts must have a unique number of three digits made up of numerals only except as indicated below. The first digit in each three-digit number must correspond to the table below. No letters will be allowed.

Kart numbers including 1, 101, 201, 301, 401, 501 and 601 may only be issued by ASN.

<b>Rok &amp; Rotax</b>	<b>Kart Numbers</b>
Rotax Micro	2-99
Mini	102-199
Junior	202-299
Senior	302-399
DD2, Rok Masters	402-499
DD2 Masters, Rok Shifter, Shifter Masters	502-599
Rotax Masters	602-699
<b>Briggs &amp; Stratton</b>	
Cadet	2-99
Junior Lite	102-199
Junior	202-299
Senior	302-399
Masters	402-499
<b>Senior Heavy</b>	<b>502-599</b>

## 7. KART WEIGHT

The kart is to be weighed as run on the track complying with all technical regulations and including all liquids, driver and all driver personal protective gear.

See series regulations and event supplementary regulations for exact class weights. Kart weights at an event must be in either pounds or kilograms, not both.

## **8. ENTERING EVENTS**

### **8.1. Event Entry**

At an event, drivers may not use the track unless they are officially entered for the event in the required class. Substitute or “test” drivers are prohibited. There may be only one entry per class per driver in any event. Pre-entries may be required for optional classes.

### **8.2. Insurance Waivers**

It is a condition of **CASC-OR and the affiliated karting club insurance policy**, that waivers in the form specified by the karting organization be signed by all persons who participate in an event or who are permitted to enter areas normally closed to the public and/or paying spectators (ie. pit lane, pre-grid, grid and track).

The signed digital waiver forms must be kept in safe storage by the organizer for a period of not less than 4 years for adults and for minors 4 years after they reach the age of majority. The waivers shall be made available by the karting organization on request. Signed waiver forms may be stored in digital PDF format.

### **8.3. Event Fees Non-Payment**

If a cheque or credit card is presented by a person for payment of entry and/or other event fees and is not honoured by the bank or credit card issuer or payment is subsequently withheld for any reason, a penalty of \$200.00 will be applied. Competition privileges will be suspended until the full amount owing is paid.

### **8.4. Competitor Entry Form**

Entry Forms either printed or electronic should contain the following:

Space for the full name and address of the Driver, full name of Grid Mechanic/Tuner, full names and addresses of the next of kin, with phone number of contact to be notified in case of emergency, kart number, class entered, transponder number, license number, name of ASN affiliated Club **or Region** the driver is a member of, driver contact mobile phone number, date of birth, email address, acknowledgement of any additional conditions of registration;

Space for the signature of the Driver and parent or legal guardian,

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

The following statement; “If a Driver is under the legal age of majority, this form must be countersigned (agreeing to the conditions of) by the appropriate parent or legal guardian”.

### **8.5. Falsification of Entry**

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

## **9. EVENT REGULATIONS**

### **9.1. Contents of Supplementary Regulations**

Each Club or Series shall draft their own Club, Series or Event Supplementary Regulations. Such Regulations shall not conflict with these Regulations.

Event Supplementary Regulations cannot be changed after the start of an event without the approval of the Steward(s).

The Event Supplementary Regulations shall contain at least the following:

**THE EVENT:** The name, place and dates of the proposed competition(s). A full description of the proposed competition. A statement that the event organizer is affiliated to CASC-OR and must include the CASC-OR logo.

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

**THE RACETRACK:** The length, number of corners and direction of the course.

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

**REGULATIONS:** Regulations in force and Precedence of Regulations.

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

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

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

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

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

**TECHNICAL INSPECTION:** The method of Technical Inspection being used.

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

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

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

**REGULATIONS THAT MUST BE SPECIFIED IN THE SUPPLEMENTARY REGULATIONS TO APPLY:**

Which Start signal will be used (Green Flag displayed, or Red Lights turned off)  
if the Blue with Red "X" overlap flag is to be used  
if a Hot Pit is to be used

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

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

### **9.2. Unauthorized Practice**

During an event, the Organizer shall not permit any entered driver or kart, nor shall the driver or kart participate in, the use of the racetrack at any time other than during the scheduled track sessions for the competition entered. The only exception shall be for specific safety reasons and only with the approval of the Steward(s) and/or Race Director.

### 9.3. Number of Karts on the Racetrack

The CASC-OR issued Track Permit will determine the maximum number of karts permitted to be simultaneously on the racetrack during track sessions.

The total number of karts on the track for practice, may only exceed the permit limit if authorized by Officials.

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

### 9.4. Combining Classes

If necessary, the Steward(s) and/or Race Director may combine classes.

### 9.5. Starter's Equipment

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

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

Direct voice communications with the Race Director and Corner Marshals, a complete set of signaling flags according to these Regulations,

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

If required, a set of starting lights installed according to these Regulations.

### 9.6. Flags and Signals

Only the flags specified in these Regulations are to be used during competitions.

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

### 9.7. Timing, Scoring, Results

For all races, counting of laps will begin at the end of the last scheduled Formation Lap (unless specified otherwise in the Supplementary Regulations) even if the START signal has not been given by the Starter.

If the Start Signal has not been given Racing has not yet started.

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

Results for each class time trial, heat, pre-final or final must be checked, signed and time/dated by the Chief Scorer, then checked and signed by the Steward(s) prior to posting on the Official Notice Board or online.

All penalties must be included and noted on the official results by the Steward(s).

### 9.8. Race Length

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

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

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

### **9.9. Race Winner**

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

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

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

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

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

### **9.10. Dead Heats**

When using a transponder timing system, and two Karts have their transponders record the exact same time at the finish of the Final race, a dead heat shall be declared, and the competitors shall share equally the higher finishing position concerned. If a dead heat occurs in a Qualifying race or Pre-final the results of Qualifying shall be used to set the grid positions for the subsequent race.

When not using a transponder system and two or more karts cross the finish line at the same time with no perceptible portion of one kart ahead of the others, by a Race Official, it shall be declared a dead heat and the competitors shall share equally the higher finishing position concerned.

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

### **9.11. Overall Race Finishers**

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

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

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

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

Drivers having received a checkered flag must slow down, no passing allowed, and exit the track to the pits and not again pass the finish line, unless directed to do so by the race officials.

Unauthorized passing of the finish line will result in a penalty (see Penalty Guidelines document) that is not subject to protest or appeal.

Drivers will be scored in the following order:

- Race Finishers

- Drivers classified as DNF (Did Not Finish)

- Drivers classified as DNS (Did Not Start)

- Disqualifications. Drivers who are Disqualified will be scored with 0 points.

- Excluded: Drivers who are excluded will be scored with 0 points.

### **9.12. Crossing the Start/Finish Line**

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

### **9.13. Weighing Scales**

The Organizer shall provide scales, on a level pad, able to weigh one kart at a sitting. Such scales shall be the official event scales and the only scales that shall be used.

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

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

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

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

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

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

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

### **9.14. Noise Level of Karts – (95 dB/A Guideline)**

Noise tests are not required to remove a kart from the track in the case of exhaust system failure or by the judgment of Race Officials. Additional noise restrictions may be employed to meet community requirements where necessary.

## 10. CONDUCT OF RACE EVENTS

### 10.1. Practice/Testing at an Event

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

### 10.2. Instructions to Competitors – Driver's Briefing

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

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

Failure for a driver to attend a Driver's Briefing or being late will waive the competitor's right of protest for that event. Roll call may be taken and monetary fines may be issued (see Penalty Guidelines document).

### 10.3. Qualifying for a Race

- a) **Driver of Record:** To be considered the driver of record for an event, a competitor must qualify their kart (if applicable) and/or complete at least one racing lap of an event. There are no driver substitutions or relief drivers allowed.
- b) **Transponders:** All karts must meet the requirements for the mounting of a transponder. The transponder must be fitted in accordance with the **CASC-OR Technical Regulations Book 2**.
- c) **Transponder Responsibility:** Drivers must arrange to have a transponder at an event. Drivers are responsible to install a timing transponder on their kart prior to each practice, qualifying session, heat or final race as specified in the Supplementary Regulations.  
  
It is recommended that drivers purchase their own transponders.
- d) **Qualifying Procedures:** Karts will qualify with the method specified in the Supplementary Regulations or by the Steward(s). Race conditions apply.
- e) Not following qualifying procedures may result in a penalty.
- f) A driver may not leave the track and enter the pits, paddock or grid and return during a qualifying session.
- g) Should one or several drivers achieve the same time, the tie will be settled on the basis of the second- best time, and so on. No method of adjustment is allowed to equalize the qualifying results if they are affected by changing weather conditions or force majeure

### 10.4. Pre-Grid, Grid and Starting Positions

**If specified in the Supplementary Regulations, karts can be required to come to the Pre-Grid with the Front Fairing off the kart. The Front- Fairing would then be mounted under supervision of an Official.**

**An Official can request that a Front-Fairing that is already installed be removed and re-mounted.**

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

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

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

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

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

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

All karts must be in their designated position on the Grid prior to the ONE MINUTE signal from the Grid Marshal. The ONE MINUTE signal will not be delayed to wait for missing karts.

If a kart does not leave the Grid with the rest of the field and officials do not think the kart will be able to catch the field before the Start Signal is given and may interfere with the start procedure, the kart will be held on the Grid and released after all karts have passed the pit exit. If the Start Signal has not been given the kart shall remain at the rear of the field for the start of the race.

#### **10.5. To Be Considered a Race Starter**

Any driver who is present, with their kart, on the grid within the time limit will be considered as a starter.

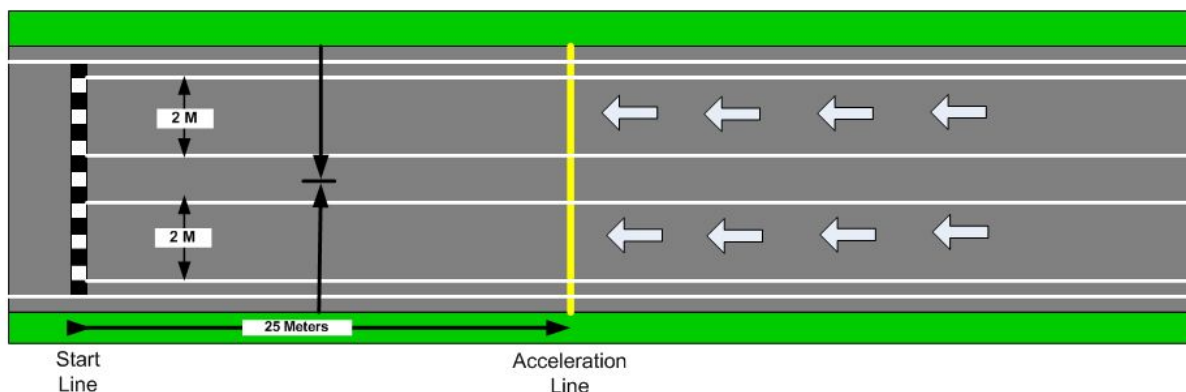
## 10.6. The Rolling Start Procedure

### a. The Formation Line

There will be a marked Formation Line on the racetrack. Typically, the Formation Line shall be located no less than 2 corners prior to the Start Area. The Formation Line will also be indicated by soft cones (1 cone on each side of the track).

### b. The Start Area

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



### c. The Formation Lap

On the formation lap(s) all Marshal posts will display Yellow Flags.

Upon leaving the Pre-Grid, drivers must maintain their starting grid order at all times.

Any driver who is passed by the entire field must remain at the rear of the field for the start of the race.

Passing is not permitted unless a driver becomes out of position on the track. Such drivers are allowed to regain their position only prior to reaching the Formation Line.

If a driver fails to regain their position prior to reaching the Formation Line they must blend into the closest available row regardless of how far back from their grid position they are. Drivers in this row are obliged to open up enough space to let the out of position driver blend in.

After passing the Formation Line karts may move up in their own row to fill vacant spaces ahead of them. Karts may not move to an adjacent row to fill a vacant space at any time.

It is prohibited to warm the tires by swerving back and forth (tire scrubbing) after crossing the Formation Line.

### d. Pole Position Drivers Responsibility

From the Formation Line to the Start Area, the DRIVER IN THE POLE POSITION KART sets a "slow" and constant pace.

### e. Drivers may NOT accelerate until passing the Acceleration Line

The two front row karts must maintain a reduced and constant speed (45 kph is recommended) to the Acceleration Line. The DRIVER IN THE POLE POSITION KART must cross the acceleration line first.

### f. Approaching the Start Area

Drivers must maintain position in their own lane in the Start Area and are not allowed to pass until the Start Signal is given. Any driver leaving the formation of the grid before the Start Signal is given is liable to receive a penalty.

A driver who fails to maintain the speed of the pack during the approach to the Start Area is liable to receive a penalty.

A driver putting 2 wheels out of their marked lane prior to the Start Signal being given is liable to

receive a penalty.

A driver completely leaving their marked lane prior to the Start Signal being given is liable to receive a penalty.

**g. The Start Signal**

The decision to start the race is made by the Starter alone.

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

If the Starter is not satisfied with the procedure, a Yellow Flag or Amber (Yellow) Lights will be displayed by the Starter and all Marshal posts will display a Yellow Flag.

**h. If No Start Signal is Given**

If the formation is not satisfactory, one more Formation Lap will be completed. Counting of laps will begin at the end of the **last scheduled** Formation Lap (unless specified otherwise in the Supplementary Regulations).

If the Start Signal has not been given Racing has not yet started.

Drivers will reform by the Formation Line. A driver who did not regain their position before the Formation Line on the first attempt at a start may try and regain their position. If a driver fails to regain their position prior to reaching the Formation Line they must blend into the closest available row regardless of how far back from their grid position they are after crossing the Formation Line. Drivers in this row are obliged to open up enough space to let the out of position driver blend in.

The DRIVER IN THE POLE POSITION KART sets a “slow” and constant pace.

Drivers may NOT accelerate until passing the Acceleration Line.

The two front row karts must maintain a reduced and constant speed (45 kph is recommended) to the Acceleration Line. The DRIVER IN THE POLE POSITION KART must cross the acceleration line first.

If the second formation is not satisfactory, a Red Flag may be displayed in all corners. Drivers deemed to have caused an improper start may be penalized and placed in a revised position on the grid for the next start.

**i. Starting Penalties**

If the Pole Position kart has not crossed the Acceleration Line first, and the Start Signal is given, penalties may be applied.

Any false or jump start may subject the violators to a penalty.

A jump start exists when a kart is clearly visible ahead of the kart on the same starting row. The kart that is ahead may not have jumped the start.

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

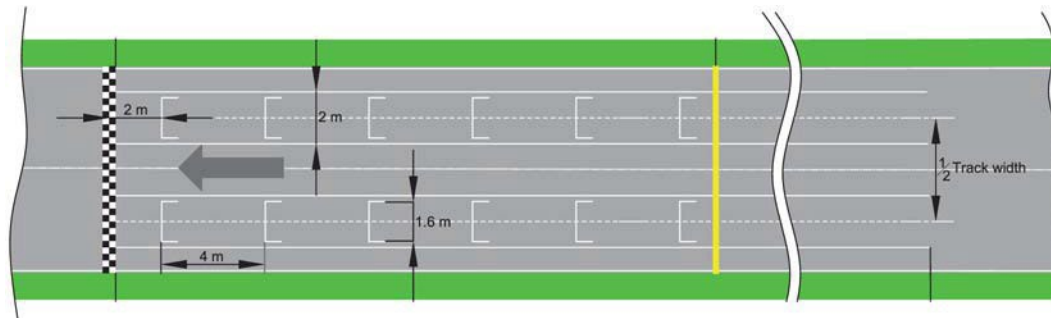
See the Penalty Guidelines document which lists standard penalties.

Start procedures and start penalties are not subject to protest or appeal.

## 10.7. The Standing Start Procedure

For Classes cited in the Supplementary Regulations.

### a. The Starting Grid



### b. The Formation Laps

Standing Start races shall have two formation laps.

On the second of the formation laps, Marshal posts will display Yellow Flags.

### c. Grid Formation

At the on-track Start Line a Red Flag will be displayed. Drivers are responsible for stopping exactly in their official grid position. When all karts are completely stopped on the grid, a Green Flag will be displayed at the end of the grid, then the Red Flag will be removed.

### d. The Start Signal with Lights

The decision to start the race is made by the Starter alone.

A driver may only commence racing when the Start Signal is first shown by the Starter.

When the Starter is satisfied that everything is ready for the start, the Starter will display the Red Lights. The Red Lights will be turned off to start the race between three (3) and eight (8) seconds. When the Red Lights are turned off, racing has begun.

If the Starter is not satisfied with the procedure, the Starter will switch on the Amber (Yellow) Lights which means that an additional formation lap must be covered.

At the Starters discretion, the karts may be sent around for an additional formation lap for any reason.

### e. The Start Signal with Flags

The decision to start the race is made by the Starter alone.

A driver may only commence racing when the Start Signal is first shown by the Starter.

When the Starter is satisfied that everything is ready for the start, the Starter will raise a furred Green Flag and a furred Yellow Flag. The Green Flag will be displayed to start the race between three (3) and eight (8) seconds. When the Green Flag is displayed, racing has begun.

If the Starter is not satisfied with the procedure, the Yellow Flag will be displayed which means that an additional formation lap must be covered.

At the Starters discretion, the karts may be sent around for an additional formation lap for any reason.

### f. Additional Standing Start Procedures

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

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

Should a kart or karts stall on the grid the Starter may abort the start. If the start is aborted the Amber (Yellow) Lights or Yellow Flag will be displayed and an additional formation lap must be covered. Stalled karts may be restarted only by the driver after the rest of the field has departed on the new formation lap.

Restarted karts can join at the back of the grid. If a stalled kart does not restart after one attempt it is the driver's duty to place the kart as far as possible off the traveled portion of the track and move to a place of safety.

Karts may move up in their own row to fill vacant spaces ahead of them on the starting grid. Karts may not move to an adjacent row to fill a vacant space.

After the Start Signal has been given stalled karts may attempt to re-start only after all other running karts have left the starting grid and passed the start line.

#### **g. Starting Penalties**

Any driver leaving the formation of the grid before the Start Signal is given shall be considered to be jumping the start and shall be subject to a penalty.

A jump start exists when a kart is clearly visible ahead of the kart on the same starting row or moves prior to the start signal being given.

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

See the Penalty Guidelines document which lists standard penalties.

Start procedures and start penalties are not subject to protest or appeal.

## 11. GENERAL RACING CONDUCT

### 11.1. Re-starting Karts

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

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

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

- b) **For Practice, Qualifying and Race Sessions:** If a kart is taken to the pit or paddock area, it is not permitted to rejoin the track unless the Supplementary Regulations for the event state otherwise.

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

The regulations above are not subject to protest or appeal.

### 11.2. Stopping/Re-starting a Race

- a) **Procedure to Stop A Race:** Should it be necessary to stop a race for any reason; the Red Flag will be shown by the Starter at the Start/Finish line on order of the Steward(s) and/or Race Director only. All Marshal posts will display a Red Flag to indicate the race has been stopped. Waved Yellow Flags will be displayed at the Marshal post closest to the accident if applicable.

It is the responsibility of all drivers to immediately slow down, stop racing. No passing is allowed. Exercise extreme caution. Be prepared to stop if instructed to do so at any location.

The kart may not be worked on by the driver or the mechanic/tuner when it is stopped during a Red Flag situation, regardless of its stopped position **unless there is a complete Re-Start**. Drivers must stay with their karts unless directed otherwise by an official. Mechanics/tuners may not attend a stopped kart unless approved by an official.

**If a kart needs to return to the pit lane for repairs in order to participate in the race re-start, such repairs must be authorized by the Officials.** The kart must then start from the back of the grid or from the pit lane at the back of the field. **If more than one kart is starting from the back, the driver with the higher original starting position will start ahead of a driver with a lower starting position.**

Drivers may take refreshment during a Red Flag if authorized by Officials.

- b) **Complete Re-Start After a Red Flag:** If less than two laps have been completed by the entire field of lead lap karts a newstart will be given using the original grid positions in rows of two. The length of the new race will be the full original race distance.

**The kart may be worked on by the driver alone without the use of tools when it is stopped on-track during this Red Flag situation if authorized by an Official. This includes putting a Front-Fairing Drop-Down (Push Back Bumper) back in position.**

Karts may move up in their own row to fill vacant spaces ahead of them on the starting grid if a kart that took the original start is not rejoining the race or is starting at the back **after returning to the pit lane for repairs**. Karts may not move to an adjacent row to fill a vacant space.

- c) **Red-Flag Re-Starts:** If a Red Flag is issued during a race, and the race is to be re-started, the driver(s) causing the Red Flag may be penalized. If the Race Director and/or the Steward(s) determine, by the information available, that the Red Flag incident was deliberately caused, then the participant(s) deemed to have caused the red flag incident are subject to Disqualification. **Driver(s) involved but not causing an incident that caused the Red Flag can restart in their original starting position if they have not returned to the pit lane for repairs.**

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

**From the Formation Line to the Start Area, the DRIVER IN THE FIRST POSITION KART sets a “slow” and constant pace. Drivers may NOT accelerate until passing the Acceleration Line.**

Repairs to a kart that has been returned to pit lane may be carried out by no more than three people, including the driver. The driver of any repaired kart must start at the back of the grid. Driver's involved in the incident causing the Red Flag to be displayed requiring medical intervention may take the restart only if cleared by medical personnel.

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

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

- d) **Scoring A Stopped Race:** A race that is stopped after 50% of the scheduled laps have been completed may be considered complete at the discretion of the Officials.

A race that is stopped by the Officials before 50% of the scheduled laps have been completed, for any reason, can be declared complete.

If the race is stopped by a Red Flag and is not re-started, the race order will be scored according to official positions on the previous completely scored lap.

The driver(s) causing the Red Flag occurrence may be penalized.

### 11.3. Effect of Stopping a Race That is Not Re-started

Series points shall be awarded on the following scale:

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

### 11.4. Point Systems

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

- the holder of the greatest number of first places;
- if the number of first places is the same, the holder of the greatest number of second places;
- if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

### 11.5. Points System Charts

Point scoring methods for an Event, Series or Championship will be specified in the Supplementary Regulations. Events, Series or Championships may use the following charts.

## Qualifying

Position	Points	Position	Points
1	15	6	5
2	10	7	4
3	8	8	3
4	7	9	2
5	6	10	1

### Pre-Final or Heats

Position	Points	Position	Points	Position	Points
1	25	6	11	11	6
2	20	7	10	12	5
3	18	8	9	13	4
4	15	9	8	14	3
5	12	10	7	15	2

### Final Race

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

### Races with Qualifying Heats

All entries must participate in Qualifying for their class.

All entries must participate in all designated Qualifying Heats for their class. A driver who is not considered to be a Race Starter in all Heats they were designated to start in can't start in the Pre-Final.

Qualifying positions will determine the starting grid for all Heats.

The winner of each Heat scores 0 points, 2nd place scores 2 points, 3rd place scores 3 points and so on.

A non-finisher receives points for their finishing positions plus one. For example, if the 30th placed driver is a non-finisher, the driver will score 31 points.

If two or more drivers have the same point total, the driver with the faster qualification time will be scored ahead of the driver with the slower time.

Point standings based on the combined results of all Heats will be posted.

The driver with the lowest point total starts the Pre-Final in pole position. The driver with the second lowest point total starts second and so on.

A driver who is not considered to be a Race Starter in the Pre-Final can't start in the Final.

The finishing positions in the Pre-Final will determine the starting grid for the Final.

The finishing positions in the Final will determine the overall finishing positions.

## 11.6. Wet and Dry Race Procedures

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

- Wet Race:** If the Officials declare the race to be a WET RACE, all karts on the Pre-Grid or Grid on dry tires will be allowed 15 minutes to change to wheels upon which wet tires are already mounted if desired.

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

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

If the race is to be declared WET and restarted, 15 minutes shall be allowed for changing to wheels with rain tires already mounted if desired. Once a race is declared WET this applies to all subsequent classes. No additional notice is required to be given. Karts may make whatever chassis adjustments that can be completed within the 15-minute period.

#### **11.7. Procedure at The End of a Qualifying Session or Race**





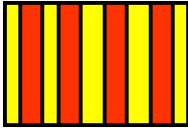
No person, except Officials, may approach a driver or kart for any reason until the driver and kart has passed across the scale or has been given permission to leave the scale area. If a driver is approached it may result in a penalty being issued. If a driver requires assistance, permission must be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






#### **11.8. Podium Procedure and Dress Code**

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

## 12. FLAG SIGNALS

These flag signals are used at all sanctioned events.

<b>Green</b>		Used by the Starter to start all track sessions and races, and sometimes by corner Marshals to indicate that the track is clear. Some races may be started by using a light system.
<b>Yellow</b>		Any YELLOW flag is a signal of danger of any nature at or beyond the post displaying the flag.
<b>Yellow Motionless</b>		<b>Take care, Danger, Slow down. NO PASSING FROM THE FLAG UNTIL PAST THE EMERGENCY AREA.</b> <b>Note:</b> A driver may encounter several YELLOW flags before reaching the emergency area. The requirements are the SAME, SLOW DOWN, NO PASSING.
<b>Yellow Waved</b>		<b>Great Danger, Slow Down.</b> Be prepared to stop. NO PASSING FROM THE YELLOW FLAG UNTIL COMPLETELY PAST THE EMERGENCY AREA(S). <b>Note:</b> AT AN EMERGENCY AREA, THERE MAY BE MULTIPLE KARTS INVOLVED IN AN INCIDENT. IT IS THE DRIVER'S RESPONSIBILITY TO NOT PASS UNTIL FULLY PAST THE END OF THE EMERGENCY AREA(S).
<b>Red Flag at Start/Finish and Red All Posts</b>		Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously each corner post will display a RED flag.  During a practice session it is the responsibility of all drivers to immediately slow down, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the pit lane and STOP.  During a qualifying or race session it is the responsibility of all drivers to immediately slow down, stop racing, no passing is allowed, exercise extreme caution, be prepared to stop if instructed to do so, proceed to the start/finish line and STOP.  If a RED flag is shown during a qualifying or race session, repairs may be performed on a kart as allowed by the regulations if authorized by an Official.
<b>Blue Flag Motionless</b>		Another competitor is following you very CLOSELY.
<b>Blue Flag Waved</b>		This flag should normally be waved, as an indication to a Driver that they about to be overtaken. The overtaken driver must keep his racing line but making sure he leaves enough space to let the overtaking driver to pass. Failure to obey the BLUE flag may result in the BLACK Flag with kart number being shown and additional penalties may be issued.
<b>Yellow Flag with Red Stripes</b>		Advise drivers to take care. Used to indicate a slippery surface such as the presence of oil, water and/or debris on the surface

<b>White Flag</b>		This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.
<b>Black &amp; White Triangle, with Kart Number</b>		Warns the driver of unsportsmanlike or unsafe conduct and that a penalty may be pending.
<b>Black Flag, with Kart Number</b>		<p>Informs the driver to complete the current lap and stop for consultation at the pits, or at a location designated by the Steward(s) or Clerk of the Course/Race Director.</p> <p>A driver who fails to obey this flag after it has been displayed twice will be Disqualified from the results and additional penalties may be issued.</p>
<b>Black Flag with Orange Disk, With Kart Number</b>		<p>Informs the driver of a mechanical problem likely to cause danger and to reduce speed and stop at the pits.</p> <p>Failure to obey this flag may result in a BLACK flag with kart number being shown, the driver will be Disqualified from the results and additional penalties may be issued.</p>
<b>Checkered Flag</b>		This flag must be waved. It signifies the end of a practice session or a race.
<b>Blue with Red "X"</b>		<p>Shown to a driver about to be lapped or who has already been lapped. The driver must stop racing, maintain racing speed and return directly to the pits. Drivers who do so will be scored in the position they were in the last time they crossed the timing and scoring line.</p> <p>Failure to obey this flag will result in a BLACK flag with kart number being shown, the driver will be Disqualified from the results and additional penalties may be issued.</p> <p>This flag is unique to karting and may only be used at events if specified in the Supplementary Regulations.</p>

### 12.1. Marshal (Observation) Posts

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

### 12.2. Flag Size

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

### **13. RULES OF THE PITS, PADDOCK AND GRID**

#### **13.1. Penalties**

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

#### **13.2. General**

At and after the start of any race, the pit lane must be clear.

Signaling to drivers on the track is done only by Race Officials.

Participants signaling to drivers from anywhere trackside is not permitted.

Mechanics/tuners working in the pit area must be clean and fully clothed at all times.

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

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

Smoking is not permitted at any time in the pits, pre-grid and grid or at Marshal posts.

#### **13.3. Quiet Rule - Running of Engines Prohibition**

Running of engines on the track property is prohibited at all times except for the following:

- a) The starting up, running in, warming up or testing of engines can only be carried out in an area designated in the Event Supplementary Regulations.
- b) Upon a signal from the Officials Engines may be started for one 10 second period in the designated area prior to an on-track session.
- c) Anyone needing to run their engine due to mechanical issues must take the kart to the Technical Inspection area and get permission from Technical Inspector.

#### **13.4. Pit Lane and Track Entry and Exit Speed Limit**

- a) Burn-outs or practice starts are not permitted anywhere.
- b) Drivers must always drive at reduced speed and use extreme caution when driving in the track entry lane, exit lane or when approaching the scale area.
- c) A speed limit may be imposed.
- d) Any driver deemed to be driving with excessive speed by an Official may be issued a fine and/or another penalty (see Penalty Guidelines document).

#### **13.5. Pit Stops**

When the Supplementary Regulations permit work to be done when a kart stops in the pit lane;

- a) No more than 3 people, including the driver, even if the driver remains in the kart, shall touch the kart, or in any other way whatsoever provide assistance.
- b) In the case of a driver change, such as during endurance events, a driver being replaced may assist the replacing driver to prepare for driving but may not work on the kart in any other way. Should a driver participate in the servicing of the kart in any way, the rule of 3 people applies.
- c) The addition of any fluids to a kart during a race is prohibited, except during endurance races.

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

#### **13.6. Refueling**

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

During endurance races, karts may be refueled in the pit lane if the procedure is permitted in the Event Supplementary Regulations.

### **13.7. Devices in the Pre-Grid and Pit Lane**

Generators and air compressors are not permitted in the pit lane.

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

Tools which may by their use may cause flame, sparks or a high temperature are not permitted.

### **13.8. Driving in the Pits or Paddock**

It is not permitted to drive a kart under power anywhere on the track property except **in the pit entry or exit lanes** and on the racetrack when permitted by the event schedule.

### **13.9. Devices in Paddock or on Racetrack**

Devices such as golf carts, motorcycles, scooters, bicycles, skateboards, razers, toy cars **may be** prohibited in the paddock **and are prohibited on the racetrack**. Approved official vehicles for specific purposes are exempted.

### **13.10. Restricted Areas**

The racetrack infield, the perimeter of the racetrack the Technical Inspection **and Scale** Areas, Race Control and Steward(s) offices are restricted areas and accessible only to Officials.

### **13.11. Pre-Grid, Grid Area, Hot Pits**

Access to the Pre-Grid or Grid area and pit lane is only available to participants when their class is running.

One mechanic/tuner with the appropriate Credential is allowed on the Pre-Grid or Grid with each driver. Entry to the grid areas is strictly under control of the race officials and failure to comply with their directives will subject violators to immediate removal from the restricted/pit area and possible suspension of license, credential or membership privileges.

Where "hot" pit area is necessary for conduct of event, all regulations regarding grid area apply. If a "hot" pit is to be used at an event, procedures must be outlined in the Event Supplementary Regulations. Adjustments or repairs may only occur in the Paddock or the designated Repairs Area.

## 14. COMPETITOR CONDUCT ON THE RACETRACK

### 14.1. Driver Conduct on the Racetrack

- a) No kart, other vehicle, or person is permitted on the racetrack and its verges at any time during an event without permission from the Race Director.
- b) Drivers entering the racetrack from the pit lane shall first receive permission to do so from the pit exit Official (or obey the pit exit lights if used) and be prepared to slow significantly or stop if requested.

Notwithstanding having received permission to enter the track from the pits, drivers shall keep to the side of the track from which they are entering and must satisfy themselves that the track is clear of oncoming karts before entering the main path of traffic, and shall yield the right-of-way to oncoming traffic, and not interfere with the path of other karts.

It is not permitted to drive a kart, at any time, in the opposite direction of traffic.  
Infractions of this Regulation may mean immediate Disqualification.

- c) Drivers shall drive in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.
- d) It is the responsibility of all drivers to avoid physical contact between karts on the racetrack.

Only the marked racetrack surface and any curbing may be used by drivers. A penalty may be applied for short cutting the track whether an advantage is gained or not including Disqualification.

- e) If a kart stops on the track it is the driver's duty to place the kart as far as possible off the traveled portion of the track.
- f) Except for medical or safety reasons, the driver must move to a protected place as instructed by officials until the end of the practice, qualifying or race session.
- g) The driver of a stalled kart should raise one or both arms to indicate that the kart will not move until the track is clear.

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

- h) A driver who goes off the marked track, in the presence of track Marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor or gains an advantage themselves is subject to penalty.
- i) The repetition of serious mistakes or the appearance of a lack of control over the kart may entail Disqualification or other penalty of the driver involved. This includes leaving the marked track, jumping up in the seat, ducking of the head behind the steering wheel so as not being able to see the track in front.
- j) The Officials may order any kart removed from the racetrack which, in their opinion constitutes a hazard to other competitors. Such action is not subject to protest or appeal.
- k) The driver alone may repair the kart on the course provided it is safe to do so. The kart must be placed in a safe location. The driver must not receive any physical assistance. This does not preclude assistance by track Marshals for safety reasons. It is forbidden to take any tools and/or spare parts on board the kart.
- l) When exiting the track, the driver must signal by raising an arm. Failure to raise an arm may result in a fine being issued (see Penalty Guidelines document).
- m) A driver must not cross over and must stay within the limits of the track exit line if one exists with all four wheels.
- n) A driver may not improve or maintain a race position by entering or traversing through the pits, regardless of whether or not a stop is made.

#### **14.2. Passing Other Competitors on the Racetrack**

- a) Corners and curves, as well as the entry and exit zones thereof may be negotiated by drivers as they wish, within the limits of the marked track. Overtaking, according to the circumstances, may be done on the right or on the left.
- b) The responsibility for the decision to pass another kart rests with the overtaking driver. However, this will not relieve the overtaken driver from the responsibility for the safe passing of another kart. The overtaken driver must not block.
- c) Drivers are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a serious violation of these Regulations.
- d) Any driver driving in a manner which, even if unintentionally, appears to hinder or discourage another driver seeking to pass, including premature or dangerous changes in direction or deliberate crowding of karts towards the inside or outside of the track, or appearing to ignore the BLUE flag, may be given the BLACK flag with kart number. Systematic or repeated offences may result in Disqualification of the offending driver.
- e) The penalty inflicted for ignoring the BLUE flag shall be applied to the drivers who obstruct part of the track and shall range from monetary fine to Disqualification. The same penalty shall be applied to drivers who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

#### **15. INCIDENTS**

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

Provoked the stopping of a race.

Violated these Sporting Regulations.

Have jumped the start.

Have not respected flag signaling.

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

Have caused a collision intentionally or unintentionally.

Have forced another driver off the track intentionally or unintentionally.

Have prevented a legitimate passing maneuver by a driver.

Have impeded another driver during a passing maneuver. Gain of position after contacting another kart.

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

## 16. REGULATION OF COMPETITIONS – OFFICIALS

### 16.1. Steward(s)

**Stewards must hold a as a minimum a valid ASN “C” or CASC-OR Regional License**

At events when a Steward is not available the Stewards duties will be assumed by the Race Director or other designated official.

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

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

- Decide what penalty to enforce in the event of a breach of the regulations. In exceptional circumstances amend the Supplementary Regulations.

- Authorize amendments to the schedule or a change in the program. In the event of heats, alter the composition or the number of heats.

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

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

- Authorize a change of driver or kart.

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

- Inflict penalties and fines.

- Pronounce Disqualifications.

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

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

- Disqualify any driver who they consider, as being ineligible to take part, or who they consider as being guilty of improper conduct or unfair practice.

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

- Postpone a competition in the event of force majeure or for serious safety reasons. Take the decision to stop a race.

### 16.2. Race Director

**Race Director must hold a as a minimum a valid ASN “C” or CASC-OR Regional License**

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

- Shall provide participants at the Driver’s Briefing with event specific information and explain race procedures.

- Ensure that the officials are at their posts.

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

- Control competitors and their karts and prevent any Disqualified, Suspended or Excluded competitor or driver from taking part in a competition for which they are not eligible.

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

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

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

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

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

Collect the reports of the Timekeepers, Technical Inspectors, Marshals, together with such other official information as may be necessary for the determination of the results.

### **16.3. Timekeepers**

**Timekeeper must hold a as a minimum a valid ASN "C" or CASC-OR Regional License**

Timekeepers are not to communicate any times or results except to the Steward(s) and the Race Director or when instructed otherwise by these officials.

### **16.4. Technical Inspectors**

**Technical Inspector must hold a as a minimum a valid ASN "C" or CASC-OR Regional License**

The Technical Delegate or Chief Technical Inspector is responsible for scrutineering and has full authority over the Technical Inspectors. All Technical Inspectors are entrusted with all checking relating to the mechanical components of karts.

They shall not communicate any official information except to the Steward(s) or the Race Director.

Technical Inspectors are entrusted with the checking of the weight of karts, dimensions of their bodywork and accessories, and of all documents relating to competitors and drivers. They shall report to the Technical Delegate or Chief Technical Inspector the results of all inspections.

### **16.5. Grid Marshals**

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

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

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

### **16.6. Race Control Recorder**

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

### **16.7. Officials Licence**

**Grade A:** International (Issued by ASN)

**Grade B:** National (Issued by ASN)

**Grade C:** Local (**Region**)

Licences can be issued for the following roles: Steward, Race Director, Deputy Race Director, Technical Delegate, Technical Inspectors, Chief Timekeeper, Starter, Grid Marshal, Flag Marshal

Every licence shall display the following information including:

Local (**Regional**) or National or International LICENCE Licence #

Licence Holder First and Last Name

Grade of Licence

Issue Date

Expiry Date (all licences must expire on December 31, of the year they were issued)

## 16.8. Guide for Officials

**An Official is a person who:**

presents themselves professionally in appearance and in a physical condition to perform duties.

respects themselves, and in turn treats and respects each of the participants (organizers, other officials, drivers and team members), in the context of their activity, without regard to sex, ethnic origin, religion or political orientation.

is not officious, bossy, overbearing, or focuses on self-importance, and is a role model to other officials.

is a team player that knows their function in detail and works in harmony with other officials.

knows the ASN, Series or Event Regulations inside out as it relates to their function, and never pretends to know the regulations if they do not.

has a positive attitude.

makes a commitment and keeps it, particularly with regard to being on-time at events.

remains calm and discrete, behaves in a professional manner at all times, and knows that getting angry rarely accomplishes anything positive.

knows how to listen and does not interrupt others when they are speaking.

is impartial, conscientious and works within the framework of their assigned duties.

whether on duty or not, abstains from commenting on the decisions of the other officials.

accepts and is not offended if one of their decisions be nullified or reversed.

contributes to recruiting and to the growth of the ASN family of officials by their encouragement and work.

**An Official is a person who will:**

make sure that every competitor has a reasonable opportunity to perform to the best of their ability, within the limits of the rules.

maintain a safe, healthy atmosphere and environment for competition.

avoid or put an end to any situation that threatens the safety of the drivers and other officials.

not permit the intimidation of any driver either by word or by action.

not tolerate unacceptable conduct toward them self, other officials, or drivers.

be consistent and objective in calling all infractions, regardless of their personal feelings toward a team or individual driver, or other official.

handle all conflicts firmly but with dignity according to the rules.

accept their role as an educator and role model for fair play.

be open to discussion and contact with drivers before and after an event.

remain open to constructive criticism and show respect and consideration for different points of view.

seek and obtain proper training and continue to upgrade my officiating skills.

## 17. VIOLATION OF REGULATIONS

### 17.1. Evidence

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

### 17.2. Assessment of Penalties

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

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

### 17.3. Breach of Regulations

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

- a) Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- b) Any action having as its objective participation in the competition of a person or kart known to be ineligible.
- c) Any fraudulent proceeding or act prejudicial to the interests of ASN, CASC-OR, the karting organization or of motorsport in general.
- d) Refusing to cooperate with, interfering with or obstructing the action of an official.
- e) Abusing (physically or verbally) another competitor or official.
- f) Unsportsmanlike conduct.
- g) Driving infractions as defined in these Regulations.

### 17.4. Repeated Violations

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

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

### 17.5. Technical Infractions

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

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

## **18. PENALTIES**

The Officials may issue penalties during an event.

The GDS-ASN Standard Karting Penalty Guidelines to aid in the consistent application of penalties are published in a separate document.

### **18.1. Scale of Penalties**

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

- Warning;
- Reprimand (blame);
- Position penalty;
- Time penalty;
- Monetary fines;**
- Disqualification;
- Suspension;
- Exclusion.

### **18.2. Warning**

A Warning may be imposed by the Steward(s) and/or the Race Director.

### **18.3. Reprimand (blame)**

A Reprimand (blame) may be imposed by the Steward(s) and/or the Race Director.

### **18.4. Monetary Fines**

Fines may be imposed by the Steward(s) and/or the Race Director. Fines imposed must be paid immediately or within the time period specified when the fine is issued. Any delay in making payment will entail suspension of competition privileges equal to the period during which a fine remains unpaid. All fines shall be remitted to CASC-OR or the events karting club. At an event all fines must be paid in cash

Failure to honour a cheque payable to CASC-OR or the events karting club will result in suspension of the entrant's or driver's competition privileges until full payment of the fine, bank charges, and an additional service charge of \$100.00 has been paid.

### **18.5. Position Penalty**

Position penalties may be imposed by the Steward(s) and/or the Race Director. A penalty may be in the form of 1 or more positions.

### **18.6. Time Penalty**

Time penalties may be imposed by the Steward(s) and/or the Race Director. Standard time penalties shall be 3 seconds, 5 seconds, 10 seconds or 20 seconds.

### **18.7. Disqualification**

A Disqualification penalty may be imposed by the Steward(s) and/or the Race Director. Disqualification means that a person or persons may not continue to participate in a Competition. The Disqualification may be for part of a Competition (e.g. heat, final, free practice, qualifying practice sessions, race, etc.) the whole Competition or several Competitions within the same Event, at the discretion of the Steward(s), and may be pronounced during or after the Competition, or part of the Competition, as determined by the Steward(s). The disqualified person's relevant results or times are voided.

### **18.8. Suspension**

A sentence of suspension may be pronounced by CASC-OR or an affiliated karting club.

A notice of suspension should be sent to the recipient by a registered delivery method within 72 hours of being pronounced. A sentence of suspension pronounced by the karting organization will be honoured by **all other** karting organizations upon request.

A sentence of suspension pronounced by CASC-OR will be honoured by all ASN affiliated organizations.

A sentence of suspension pronounced by an affiliated karting club shall only apply within the territory of jurisdiction of the karting club issuing the suspension. If, however, the karting club wishes the sentence of suspension to be recognized by CASC-OR, GDS-ASN or other ASN affiliated regions a formal written request must be submitted to CASC-OR where the suspension is to be recognized.

#### **18.9. Exclusion**

A sentence of exclusion may be pronounced by CASC-OR, GDS-ASN CANADA or an affiliated karting club. A person or body shall be said to be excluded when they have been definitively forbidden to take part in any Competition whatsoever. It shall render null and void any previous Entry made by the person excluded and shall entail the forfeiture of Entry fees.

#### **18.10. Withdrawal of Licence**

When a sentence of suspension is levied against a driver, the driver's competition licence is deemed ineligible and must be immediately surrendered to CASC-OR, GDS-ASN CANADA or the karting club having jurisdiction. Delay in surrendering a licence as directed shall automatically result in the extension of the suspension by a period double the period of the delay.

#### **18.11. Disciplinary Action**

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

CASC-OR or the affiliated karting club at its discretion may commence a Disciplinary Action at a competition.

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

#### **18.12. Probation**

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

Failure to comply with the terms of probation shall be reason for further penalties. CASC-OR, GDS-ASN or the karting club having jurisdiction may review any probation before its expiration.

#### **18.13. Notice of Penalty**

The Steward(s) and/or the Race Director and/or Deputy Race Director may give verbal notice of penalty to any participant. Penalties issued to a driver at an event shall be noted on the Official Results and posted on the Official Notice Board or online. No additional notice is required.

#### **18.14. Publication of Penalties**

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

## 19. PROTESTS

### 19.1. The Right of Protest

The right of protest lies solely with participating drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction. Protests must be well founded. Protests can only be filed against drivers or karts in the same class as the protestor.

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

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

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

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

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

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

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

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

Videotape, digital video or digital still images from any source cannot be submitted by the protestor in support of the protest. Officials may use any physical evidence they deem useful, including video footage from the Event official video marshalling system if such system is in place for the event.

### 19.2. Time Limits for Protests

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

#### *Protesting the Eligibility of a Kart Time Limit*

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

#### *Protesting On-Track Conduct Time Limit*

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress; within 30 minutes of the end of the track session in which the infraction is alleged to have occurred or no later than 30 minutes after the publication of the results.

#### *Protesting Results*

A protest concerning the results of a qualifying session or the results of a race: no later than 30 minutes after the publication of the results.

### 19.3. Protest of a Kart

Only drivers, or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction, entered in an event in the same class may protest the eligibility of another kart. A protest can only be submitted by a single individual. **If the driver's parent/legal guardian submits a protest on behalf of their driver, the driver must be present when the protest is submitted.**

In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.

Components are defined as and include engine, chassis, tires, bodywork.

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

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

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

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

#### **19.4. Lodging a Protest**

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

Every protest shall be made in writing, and;

Specifying which part(s) of the applicable regulations for the event considered to have been violated and by whom, providing names of witnesses, if any, signed by the driver or their parent/legal guardian if the driver is under the age of majority in the province of jurisdiction making the protest,

Accompanied by the required protest fee payable in cash only.

Delivered to the Steward(s) or Race Director (if the Race Director is also the Steward) within the time limit specified within these Regulations.

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

#### **19.5. Hearing of a Protest**

The Steward(s) will assemble a Protest Board of 3 people to hear a protest. A Steward will be the Chairman of the Protest Board.

Unless specified otherwise in the Supplementary Regulations, protests will be dealt with after on-track activity is over for the day. All parties concerned shall be given notice of the time and location of the hearing and must appear in person.

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

The Steward(s) shall determine if the protest was submitted in full accordance with these Regulations.

Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by the karting organization having jurisdiction. The onus is always on the protestor to properly present a protest, and no claim based on lack of knowledge of CASC-OR or affiliated Club or Series or Event Supplementary Regulations shall be allowed.

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

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

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

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

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

of Final results which may be after the completion of the event.

#### **19.6. Judgment from a Protest Hearing**

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

#### **19.7. Protest Fees**

The fee for a Protest is \$100.00 in cash only, which must be submitted at the time of submitting the Protest. Any costs associated with a Protest are the responsibility of the protestor regardless of the outcome of the Protest.

Should a Protest be upheld, \$50.00 will be returned.

If the protest is deemed vexatious the protestor shall be deemed guilty of a breach of these Regulations and may be further penalized for this breach.

#### **19.8. Notice of Decision**

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

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

#### **19.9. Publication of Judgments**

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

## **20. APPEALS**

### **20.1. Intent to Appeal**

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

The fee for an Intent to Appeal is **\$200.00** in cash only which must be submitted at the time of filing an Intent to Appeal. Any costs associated with an Appeal are the responsibility of the Appellant regardless of the outcome of the Appeal.

**The fee shall be returned if the appeal is deemed well founded or if so directed by the Appeal Board.** Submitting an Intent to Appeal does not mean the Appeal will be allowed automatically.

Appeal proceedings of CASC-OR or the karting organizations having jurisdiction are designed to expedite sporting disputes in a timely and efficient manner and do not necessarily follow practices or formalities normally associated with those of the legal profession.

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

### **20.2. Grounds for Appeal Requests**

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

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

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

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

### **20.3. Time Limit**

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

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

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

A Request for An Appeal may be withdrawn with the agreement of CASC-OR or affiliate karting organization having jurisdiction. If the appeal is withdrawn the appeal fee will be retained by CASC-OR or the affiliated karting organization having jurisdiction. An Appeal that is withdrawn cannot be modified and resubmitted.

### **20.4. Effect of Requesting an Appeal**

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

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

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

### **20.5. Required Submissions**

A Request for an Appeal shall only be submitted in person, by mail, courier, fax or email. It is the responsibility of the person submitting the Request for Appeal to confirm that it has been received by CASC-OR within the time limit.

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

A Request for An Appeal shall specify in full;

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

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

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

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

Videotape, digital video or digital still images from any source cannot be submitted. Officials may use any physical evidence they deem useful, including video footage from the Event official video marshalling system if such system is in place for the event.

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

#### **20.6. Decision to Grant an Appeal**

CASC-OR will decide if a Request for An Appeal is wellfounded.

CASC-OR reserves the right to settle any dispute that may be referred to in a Request for an Appeal without submitting the case to Appeal Proceedings.

#### **20.7. Appeal Proceedings**

An Appeal may be handled administratively by CASC-OR without a formal hearing.

When a formal hearing is deemed necessary by CASC-OR, an Appeal Board with Chairperson will be appointed by CASC-OR. The Appeal Chairperson will attempt to convene and hear an appeal no later than 1 week after the decision to grant an appeal hearing.

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

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

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

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

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

#### **20.8. Jurisdiction of Appeal Proceedings**

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

#### **20.9. Judgment of Appeal Proceedings**

After considering the material deemed relevant to reach a decision, an Appeal Chairperson shall prepare a written judgment. An existing penalty may be nullified, mitigated, affirmed, increased, or

a different penalty imposed. A competition cannot be rerun nor an event schedule revised.

#### **20.10. Appeal Judgment is Final**

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

#### **20.11. Conduct After Judgment**

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

### **21. ASN JURISDICTION ON DISPUTES**

An ASN affiliated karting organization or ASN Regional Representative may request advice from the ASN office concerning Penalties, Protests, Appeals or disputes involving Club, Regional or Series karting competition.

## 22. STARTING LIGHT SYSTEMS

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

The lights have the following meanings:

RED LIGHTS switched ON: prepare to start racing.

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

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

Light Sequence for Standing Starts:

All lights switched OFF.

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

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

Light Sequence for Rolling Starts:

All lights switched OFF.

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

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

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

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

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

The switching circuit must enable any of the following conditions:

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

Location of Lights:

A minimum of 10.0 meters (30.0 feet) and a maximum of 15.0 meters (50.0 feet) beyond the Start Line.

Ideally 5.0 meters (15.0 feet) from the edge of the track on either driver's left or right.

Between 2.0 meters (6.5 feet) and 2.5 meters (8.0 feet) above the track surface behind a protection barrier as required.