




2018 Superkarts Australia Nationals



Series Regulations



The 2018 Superkarts Australia Nationals Regulations are to be read in conjunction with Race Meeting Regulations issued by CAMS and the Organisers and Promoters of the individual race meetings that form rounds of this Series.

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S1 TITLE AND JURISDICTION

S1.1 Title

The superkart race series shall only be known as and referred to as the

“2018 Superkarts Australia National Series” or “SKA Nationals”.

S1.2 Authority/Jurisdiction

(a) Each event in the 2018 Superkarts Australia National Series (SKA Nationals) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR), the Superkart Racing Standing Regulations (SRSR) and the Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Series Regulations issued by SKA; the Superkart Technical Regulations as published by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting; and any Driver Briefing Notes issued by the Clerk of the Course at a meeting.

(b) The SKA National Series runs at race meetings calendared and permitted by CAMS.

(c) Superkarts Australia Pty Ltd (SKA) is the Category Administrator (CA) for this Series

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S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the SKA Nationals by CAMS and/or the CA and have the authority to administer the various aspects of these regulations as detailed in RMSR.

(a) Technical Commissioner (TC) To be advised in Supplementary Regulations for each round

(b) Category Administrators (CA) Phillip Silcock, Pamela Pegoraro & Barbara Hepworth

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the SKA Nationals, each Competitor must hold a current CAMS Competition Licence and be a current financial Member of Superkarts Australia Pty. Ltd.

S4 KART ELIGIBILITY

Each Superkart must comply with the provisions of the CAMS Manual of Motor Sport – RACE – Superkarts – Technical Regulations for the following classes to be eligible to compete in the Series.

(a) 125cc Gearbox National

(b) 250cc/450cc Gearbox National

(c) 250cc Gearbox International

Each Superkart shall be subject of a current and valid CAMS Log Book.

S5 DRIVER ELIGIBILITY

To be eligible to compete in the Series, each Driver must hold a current CAMS Provisional Superkart licence (PSK), a CAMS National Superkart licence (NSK or higher level licence. Drivers who hold a PSK licence shall be eligible to compete subject to review by the CA.

S6 SERIES ROUNDS

The series shall be conducted over two (2) Rounds as detailed in the SKA National Series Calendar below. Each race for each class conducted as part of the series shall count in determining the final results, subject to the provisions of S11.

S7 SERIES CALENDAR

Round 1 – Phillip Island GP Circuit VIC – June 23rd-24th 2018

Round 2 – Sydney Motorsport Park NSW – November 3rd-4th 2018

S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the Category Administrator and the Event Organiser and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

S8.1 Round Format

Generally, the format for each round of the Championship shall be as follows:

- (a) Practice/Qualifying - Two (2) sessions for combined classes
- (b) Races - Four (4) races for combined classes

The first three races shall be contested over the same distance.

The fourth race shall be of greater distance than the first three races.

Each race shall be of a minimum distance of 20 kilometres and a maximum distance of 45 kilometres and expressed as a number of laps appropriate to the host circuit. Races may be time limited in accordance with Meeting Regulations.

S8.2 Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards of the Meeting.

S9 GRID DETERMINATION

In all cases, for all races, 250cc Classes and 125cc Classes should maintain a separation of 100metres during formation prior to the race start. Failure to do so may result in penalties being applied.

Race 1: The first race shall be gridded in classes according to results from Qualifying. A driver that fails to set a qualifying time may start from the rear of the relevant class but only with permission of the Stewards of the Meeting.

Race 2: The second race shall be gridded in classes according to finishing positions from the first heat. Non-finishers from the first race shall be gridded at the rear of each relevant class in the order of the number of laps completed.

In the event that a driver fails to start in Race 1, that driver may start Race 2 from the rear of their relevant class. Should more than one driver be affected in this way, their grid positions for Race 2 shall be allocated according to qualifying times.

Races 3 & 4: The third and fourth races shall be gridded in classes with the highest aggregate point's scorer from each class in the previous races at the front of their respective class and so on. For Races 3 & 4 the grid positions for drivers who have accumulated an equal number of points in their class shall be determined by their relative finishing position from the previous race. In the event that a driver fails to start in Race 1 or Race 2 that driver may start Race 3 and/or Race 4 from the rear of the relevant class. Should more than one driver be affected in this way, their grid positions for Race 3 or 4 shall be allocated according to qualifying times.

S10 START PROCEDURE

The start procedure for each race shall be as detailed in Race Meeting Standing Regulations – Championship Start – Rolling Start, except that karts shall not stop on the grid at the completion of the observation lap.

For clarification, the procedure shall be as follows:

- Prior to the display of the "1 minute" board, the Official vehicle shall leave the pit lane and proceed to the front of the grid with flashing yellow lights activated.

- The “1 minute” board shall be displayed to all karts in the Marshalling Area. At this time each kart’s engine may be started.
- On the instructions of an official, each kart shall leave the Marshalling Area maintaining the 100metres separation between the 250cc and 125cc classes, (as per S9) for an observation/formation lap for the purpose of warming engines, brakes and tyres. The speed of this lap shall be controlled by the kart on pole position. Each kart shall maintain its starting order with passing only allowed to maintain the formation. Competitors who slow because of mechanical or other issue must raise an arm that signals the karts behind to go past to maintain formation.
- The Official vehicle shall maintain a speed of 80 km/hr for the formation lap. Each kart shall maintain its starting order with the pole position kart leading.
- Towards the end of the formation lap the Official vehicle shall extinguish its flashing lights. At this time each kart shall be in a two by two formation in starting order with the prescribed distance between each kart, and maintaining the 100metres between the 250cc and 125 cc classes.
- The Official vehicle shall enter pit lane with the field continuing on track maintaining the speed of the Official vehicle and in a formation of two straight rows in grid order until the start signal is given.
- Incorrect formation, including staggered lines, may result in a delayed start which shall require another formation lap. The race distance shall be shortened buy one (1) lap for each additional formation lap

S11 AWARDS AND POINTSCORE

S11.1 Prizes and Trophies

Trophies shall be awarded to first, second and third in each class for each round at Rounds 1, 2 & 3.

Trophies shall be awarded to first, second and third in each class for the Series Championship at Round 3.

Prize money, if any, shall be advised in the Supplementary Regulations for the meetings.

S11.2 Series Pointscore

(a) Points shall be awarded to each driver on the basis of the finishing order relative to other drivers in the relevant class of each race.

(b) For each of the first three races of each round, points shall be awarded to finishers within their class as follows:

Finishing Position	Points	Finishing Position	Points
1 st	20	9 th	7
2 nd	17	10 th	6
3 rd	15	11 th	5
4 th	13	12 th	4
5 th	11	13 th	3
6 th	10	14 th	2
7 th	9	15 th and below	1
8 th	8		

(c) For the final race of each round, points shall be awarded to finishers within their class as follows:

Finishing Position	Points	Finishing Position	Points
1 st	25	11 th	10
2 nd	22	12 th	9
3 rd	20	13 th	8
4 th	18	14 th	7
5 th	16	15 th	6
6 th	15	16 th	5
7 th	14	17 th	4
8 th	13	18 th	3
9 th	12	19 th	2
10 th	11	20 th and below	1

(d) Any race which is stopped, and not restarted, and during which less than 50% of the race distance has been completed by the leader shall be deemed a non-race in respect of Championship points and no points shall be awarded.

- (e) Any race which is stopped, and not restarted, during which 50% - 75% of the race distance has been completed by the leader shall be deemed to have been completed in respect of Series points but only 50% Series points shall be awarded.
- (f) Any race which is stopped during which 75% or more of the race distance has been completed by the leader shall be deemed to have finished and full Series points shall be awarded.
- (g) Class Finishers within Class: To be classified as a finisher, in addition to the provisions of Race Meeting Standing Regulations, a competitor must complete 75% or more of the race distance completed by the leader of their relevant class.
- (h) The results for each round of the Series shall be determined by the number of points scored by each driver for each class at that round.
- (i) In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the relevant class in the final race of that round. The higher place in the round results shall be awarded to the driver with the higher finishing position in the relevant class in the final race.
- (j) The Series Champions are determined by an aggregate point score derived by addition of the competitor's highest point scores from a maximum of Ten (10) Race results from the Twelve (12) Races of the Series. Should the number of Races in the Series be less than Twelve (12) due to non-race/s declared as in S11(d), then the number of races that competitors can count for points in the Series shall be one less than the races counting for points. Part races as per S11(e) shall count as races in the series. The driver gaining the highest points total in the number of races that count for that competitor in each class over the three (3) rounds shall be declared the National Series Champion of that class.
- (k) In the event of a tie at the end of the Series, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places in the relevant class being awarded the higher Series position for that class. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver in each class until each position has been determined.

S12 EVENT OPERATIONS

S12.1 Entries

There must be a minimum of 5 entries in a class that complete at least one lap of official practice/qualifying at each Series round. Should this requirement not be met for at least one of the two rounds, the class may run but no SKA National Series Champion will be declared for that class and the 1,2, and 3 Plate for that class shall not be awarded.

S12.2 Competition Numbers

Each Competitor shall include their preferred Competition Number on their Entry Form/s. Generally, preference shall be given to Competitors who contested each round of the 2017 Superkarts Australia Nationals Series. The CA shall have the final discretion as to the allocation of Numbers and decide matters when duplicate requests for Numbers are received. Competitors shall be advised of the final decision as early as possible, at the latest with the confirmation of event entry.

Each superkart must display Competition Numbers clearly legible and in the stroke size and font style in accordance with CAMS Manual Schedule K, and in locations in accordance with the Superkart Technical Regulations.

S12.3 Driver/Team Manager Briefings

Each Driver and Team Manager (or nominated Team representative other than the Driver) shall be required to attend a compulsory Briefing, to be held prior to practice at each round at a Time and Location to be nominated in the event Supplementary/Further Supplementary Regulations. Other compulsory briefings may be convened as required.

S12.4 Impound/Parc Ferme

Each Superkart must return to the designated impound/parc ferme area (or as directed by Race Officials) at the conclusion of qualifying and racing, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting). Superkarts may not be removed from Impound/Parc Ferme except at the direction of the TC or the Chief Scrutineer.

S12.5 Pit Lane

Each Pit Crew member is required to comply with race circuit provisions for Pit Lane access, and if required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the meeting organiser.

S13 TYRES

S13.1 250cc Gearbox International

The number of tyres that may be used during each Round is not restricted.

S13.2 125cc Gearbox and 250cc/450cc Gearbox National

- (a) A minimum of one set of dry tyres (two (2) front and two (2) rear) shall be marked for each kart before the commencement or at the completion of the individual competitor's first Qualifying session. A second set of dry tyres may be marked prior to the commencement of any further qualifying sessions or races. Included on the **markings on the dry tyres** shall be **the competition number of the relevant kart, the circuit, the tyre set number** and any other marks deemed necessary by the TC or the Chief Scrutineer.
- (b) Each Competitor is responsible for ensuring that each tyre is marked or re-marked as appropriate. If the tyres are not marked for any reason or the markings become illegible, the Competitor must notify the TC or the Chief Scrutineer (or their nominee) immediately. The use of unmarked or incorrectly marked dry tyres during any qualifying session or race is prohibited.
- (c) No tyre marked for use by one kart may be used on another kart during any qualifying session or race at that round of the Series.
- (d) Competitors are permitted to replace one (1) front and one (1) rear marked tyre per kart, if the TC or the Chief Scrutineer is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The TC or Chief Scrutineer shall ensure that the replacement tyre is of the same specification in relation to Size, Compound, and of similar usage age as the tyre being replaced. Replacements allowed under this provision shall not be new tyres.
- (e) Should the track be declared 'wet' by the Clerk of the Course, competitors are permitted to use unmarked wet tyres. The number of wet tyres that may be used is not restricted.
- (f) Any contravention of this article may result in the Competitor and/or Driver being referred to the Stewards of the Meeting for disciplinary action.

Please note: The TC (or Chief Scrutineer) is sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC (or Chief Scrutineer) in this regard shall not be the subject of any protest or appeal

S14 FUEL

Only the fuel complying with Schedule G of the CAMS Manual of Motor Sport shall be used for the duration of the meeting. Competitors will provide details of their Fuel type and brand, and Two Stroke Oil type and brand, should Meeting Officials request those details. Fuel testing may be carried out and Fuel samples may be retained. The suspected use of unauthorised fuel shall result in the matter being referred to the Stewards of the Meeting.

S15 SCRUTINY

S15.1 Targeted Scrutiny

Each Superkart shall be the subject of Targeted Scrutiny. Mandatory audits shall be conducted as directed by the Chief Scrutineer.

Eligibility Scrutiny shall be conducted as determined by the TC, Chief Scrutineer or the Clerk of the Course. Wherever possible, scrutiny shall be undertaken in the competitor's paddock area.

Superkarts are to be presented to scrutiny in a clean, neat and tidy condition, and must be maintained throughout the event in that condition.

Karts may be weighed at the completion of any session or race during the event.

S15.2 Engines

Only two (2) engines per kart shall be submitted at scrutiny for use at each round of the Championship.

Each engine must be able to be clearly identified at scrutiny. Engine numbers shall be recorded and each Competitor must only use recorded engines for the duration of each round of the Series. Each engine recorded for use by one kart may not be used on another kart during that round of the Series. The onus and responsibility lies with the Competitor and/or Drivers to ensure that Scrutineers record their engines in accordance with these regulations. Any contravention of this article may result in the Competitor and/or Driver being referred to the Stewards of the Meeting for disciplinary action.

S16 VEHICLE SIGNAGE REQUIREMENTS

Each Superkart must display if requested and issued, the Category Administrators' and/or class sponsors' decals on the vertical faces of the nosecone and on both side pods in locations clearly visible to a trackside observer, and as approved by the CA. Decal spaces required may be up to 450mm long and 200mm high. Any Competitor or Driver who fails to comply with this requirement shall be ineligible for points or prize money and may, at the discretion of the Stewards of the Meeting, be excluded from the competition until such time as compliance is achieved.

S17 DRIVER ATTIRE

Driver's race apparel must be clean and comply with Schedule D – Apparel of the CAMS Manual of Motor Sport. Excessively worn through, torn, holed, or oil stained and dirty driving suits, gloves and boots are not acceptable. Drivers changing out of driving suits must wear similar attire to their crew during the race meeting.

S18 PIT CREW ATTIRE

Competitors are reminded that all pit crew should be neatly attired and must at least wear shoes and socks, short pants and a short sleeved shirt.

Pit Crew members in pit lane or paddock area must comply with apparel requirements as specified in Schedule D – Apparel of the CAMS Manual of Motor Sport.

Note: Pit crew are defined as those people who assist in the preparation, maintenance, push starting or any other operation during a race meeting.

