



Appendix 2 - 2023 Sporting Regulations Summary

TITLE AND JURISDICTION

Title

This event shall only be known as and referred to as the "2023 National Festival of Superkarts" and will be round two of the "2023 ASE Superkart Championship" *.

Authority/Jurisdiction

(a) All events in the 2023 National Festival of Superkarts will be conducted under the provisions of the Superkart Technical Regulations (STR) and the Superkart Racing - Standing Regulations of the Australian Superkart Events, the Sporting Regulations published for the Festival, the Supplementary and Further Regulations issued by the Organiser; 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 Australian Superkarts Events (ASE) group has been appointed as the Category Administrator (CA) for the event.

Contact Details:

Victorian Superkart Club
Factory 1, 2 Walker St
Braeside 3195

ADMINISTRATION

Personnel

The following personnel have been appointed to the Australian Superkart Classic by ASE and/or the CA and have the authority to administer the various aspects of these regulations as detailed in RMSR.

- (a) Technical Commissioner (TC) Barry Thomas
- (b) Category Administrator (CA) Sue Veld
- (c) Category Manager (CM) Jordan Mcintyre

COMPETITOR ELIGIBILITY

To be eligible to compete at the National Festival of Superkarts, each Competitor must hold a current MA Competition Licence and be a current financial member of one of the following clubs: Victorian, Adelaide, WA, NSW & Queensland Superkart clubs.

KART ELIGIBILITY

Only Superkarts that comply with the provisions of the provided 2023 Superkart Technical Regulations for the following Superkart classes are eligible to compete at the National Festival.

- (a) 250cc International
- (b) 250cc National
- (c) 125cc Open Gearbox
- (d) 125cc Stock Honda
- (e) 125cc Non-Gearbox light
- (f) 125cc Non-Gearbox Heavy
- (g) 125cc Non-Gearbox Super Heavy

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

DRIVER ELIGIBILITY

To be eligible to compete at the National Festival of Superkarts, each Competitor must hold a current MA Circuit Licence and be a current financial member of one of the following clubs, Victorian, Adelaide, WA, NSW & Queensland Superkart clubs

ROUNDS

The National Festival of Superkarts will be conducted over one (1) Round for the nominated classes as detailed in the Calendar below.

CALENDAR

The National Festival of Superkarts will be contested at the following round:

August 19th & 20th Phillip Island Grand Prix Circuit.

ROUND FORMAT

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

Round Format

Generally, the format for the event will be as follows split into **three** groups of classes, each will get:

- (a) Practice
- (b) Qualifying
- (c) Races - Four (4) heats

The first three heats will be contested over the same race distance.

The fourth heat will be of greater distance.

Each heat will be of a minimum distance of 10 kilometres and a maximum distance of 40 kilometres and expressed as a number of laps appropriate to the host circuit.

The three groups will be: 250 Int/250 Nat, 125 GB/Stock Honda, Rotax light/Rotax heavy/Rotax Super Heavy.

Variations to Timetable

The timetable may be varied at any time by the Organisers, with approval from the Stewards of the Meeting, due to exceptional circumstances or Force Majeure.

GRID DETERMINATION

Heat 1: The first heat will 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.

Heat 2: The second heat will be gridded in classes according to finishing positions from the first heat. Non-finishers from the first heat 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 heat 1, that driver may start heat 2 from the rear of their relevant class.

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

START PROCEDURE

Each race/heat shall commence from a Rolling Start as detailed

The speed of the official vehicle shall be approx. 80 km/h during the formation lap, and each automobile in the field must maintain position within five automobile lengths of the automobile in front. Should this speed be different, Drivers shall be advised at the Drivers' briefing. Drivers must not stop and do "burn outs" at any time during the formation lap. Each Driver who is unable to start the formation lap must indicate this by raised hand and, after the remainder of the automobiles have crossed the Starting Line on their formation lap, may be removed into the pit lane or to another safe position. Each automobile entering pit lane shall be permitted to start from pit lane exit but only under the direction of an official and after the rest of the field has passed pit exit. Unless the Clerk of the Course instructs otherwise, as the field approaches the end of the formation lap, the official vehicle shall turn off its flashing lights, then enter pit lane or other designated position. The field shall proceed on, led by the automobile on pole. Each automobile must maintain its position, with no overtaking or overlapping permitted, until after the signal to start is given. The lead automobile must maintain a speed of between 75 and 85 km/h until the signal to start has been given. If the Starter is satisfied that each automobile is correctly positioned as the automobiles approach the start line at the end of the formation lap, he shall indicate the start of the race by waving the green flag and/or turning on the green light indicating to the field the race has started.

Please note: When the official vehicle leading the formation lap turns off its flashing lights, no further passing is permitted, karts must maintain a formation of two straight rows in grid order with the prescribed distance between each kart. If no official vehicle is being used then the pole sitter will be responsible for maintaining the pace and no further passing will be allowed after the final corner. Incorrect formation, including staggered lines, may cause the start to be delayed which shall require another formation lap. The race distance shall be shortened by one lap for each formation lap required.

AWARDS AND POINTSCORE

Prizes and Trophies

Trophies will be awarded to first, second and third drivers in each class provided there are at least 5 genuine entries.

Championship Point score

(a) Points will be awarded to drivers on the basis of the finishing order of each heat.

(b) For each of the first three heats, points will be awarded to all finishing drivers within their class as follows:

1st	25	9th	7
2nd	20	10th	6
3rd	16	11th	5
4th	13	12th	4
5th	11	13th	3
6th	10	14th	2
7th	9	15th	1
8th	8		

Every other finisher - 1 point.

(c) For the final heat, points will be awarded to all finishing drivers within their class as follows:

1st	30	11th	6
2nd	24	12th	5
3rd	19	13th	4
4th	15	14th	3
5th	12	15th	2
6th	11	16th	1
7th	10	17th	1
8th	9	18th	1
9th	8	19th	1
10th	7	20th	1

Every other finisher - 1 point.

(d) The placegetters for each class shall be determined by the greatest total of points aggregated by each driver at the event. In the case where more than one driver earns an equal number of points, the finishing order will be decided by the placing in the final heat.

***2023 ASE CHAMPIONSHIP**

The 2023 ASE Championship is contested over two rounds of 4 heats at each round. Points for the Championship will be made up of the **best 7 heats** over the two rounds (a driver's worst heat will be dropped from the point score)

EVENT OPERATIONS

Entries

For the event there must be a minimum of **5 entries** in a class for the title that completes at least one lap of official practice at the event. Should this requirement not be met, the class may run but no Title will be awarded.

Competition Numbers

Each Competitor shall include their preferred Competition Number on their Entry Form/s. The CA shall have the final discretion as to the allocation of Numbers and decide matters when duplicate requests for Numbers are received. Competitors will be advised of the final decision as early as possible, at the latest with the confirmation of event entry.

Driver/Team Manager Briefings

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

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.

TYRES

All Tyres must remain as OEM, any treatment to enhance the durability or performance of the tyre is banned and will result in disqualification of the driver / entrant from the event.

250cc Gearbox International

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

250cc Gearbox National and 125cc Gearbox

A maximum of eight (8) dry tyres (four (4) front and four (4) rear) shall be marked for each superkart by the Chief Scrutineer (or their nominee) at the Championship and, except for treaded tyres used on a wet track, these marked tyres are the only tyres permitted to be used on that superkart during any qualifying session or race.

Stock Honda class:

Any 5" diameter racing kart tyres may be used. A maximum of three individual front and three individual rear tyres (six tyres total) are allowed for the race meeting. These tyres shall be marked for each superkart by the Chief Scrutineer (or their nominee) at the Championship and, except for treaded tyres used on a wet track, these marked tyres are the only tyres permitted to be used on that superkart during any qualifying session or race.

125cc Non-Gearbox Class;

This class shall be limited to four tyres (two front and two rear).

- (a) Each competitor is permitted to replace one (1) front and one (1) rear marked tyre per kart, if the Chief Scrutineer is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The Chief Scrutineer shall ensure that the replacement tyre is of the same specification as the tyre being replaced and is marked with the appropriate superkart number.

Tyre Marking;

- (a) One set of dry tyres shall be marked for each kart before the commencement of the individual competitor's first qualifying session. Included on the markings on the dry tyres shall be the competition number of the relevant kart, the circuit, and any other marks deemed necessary by 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 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 superkart may be used on another superkart during any qualifying sessions and races at the Championship
- (d) Only if 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. (In the case of **125cc non-Gearbox**, only one set can be used).
- (e) Any breach 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 Chief Scrutineer is sole arbiter regarding the interpretation and application of these tyre regulations and any decision made by the Chief Scrutineer in this regard shall not be the subject of any protest or appeal

FUEL

Only the fuel complying with Schedule G of the superkart technical regulations) shall be used for the duration of the meeting. Fuel testing may be carried out. The suspected use of unauthorised fuel will necessarily result in the matter being referred to the Stewards of the Meeting.

SCRUTINY

Targeted Scrutiny

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

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

Superkarts are to be presented for 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 heat during the event.

ALL karts returning at the completion of qualifying or racing MUST go DIRECTLY to Parc Ferme.

Engines

Only **Two (2)** engines per kart shall be submitted at scrutiny for use during the Championship for **all** classes.

Each engine must be able to be clearly identified at scrutiny. Engine numbers will be recorded and engines will be sealed (in the control classes) at scrutiny with the seals to remain in place for the duration of the event.

Stock Honda class The Capacitive Discharge Ignition (CDI) shall be stock OEM 1999 CR125 P/N 30410-KZ4-J11 that displays Denso Part Number "071000-1410 KZ4R" on the box. Race officials reserve the right for competitors to randomly swap CDI's prior or during racing. CDIs are to be marked with competitor's name and returned to rightful owner on completion of the race meeting.

VEHICLE SIGNAGE REQUIREMENTS

Each Superkart must display the class sponsors decals on the nosecone and both sidepods. Any Competitor or Driver who fails to comply with this requirement may 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.

DRIVERS ATTIRE

Driver's race apparel must be clean and comply with AASA Appendix 4– Apparel. (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.

Drivers MUST wear either driving suits or race apparel at presentations.

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 above.

Note: Pit crew are defined as those people who assist in the preparation, maintenance, push starting or any other operation during a race meeting. ALL pit crew must be entered on the appropriate form.

HEALTH AND SAFETY

The Occupational Health & Safety and Risk Management policies apply to all Championship stakeholders, including, but not limited to, management personnel, Competitors, Drivers, pit crew personnel, support personnel (including family and friends) and contractors. Stakeholders are required to comply with all reasonable directives from authorised persons, including nominated ASE Officials and the Category Administrator's Health and Safety Supervisor.

Crews are reminded that only persons over the age of SIXTEEN may enter pit lane unless they are an entrant. Pit Crew must sign the AASA Pit Crew Disclaimer and The Bend Waiver before entering pit lane.

ASE CODE OF DRIVING CONDUCT

CONDUCT ON TRACK:

(a) During the race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up on a straight by a kart which is either temporarily or constantly faster, the Driver shall maintain a constant line in order to allow for safe passing.

(b) Curves, as well as the approach and exit zones thereof, may be negotiated by the Driver any way they wish, within the limits of the track. Overtaking, according to the circumstances prevailing, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature direction changes, deliberate crowding of karts towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences.

(c) Any obstructive manoeuvre carried out by one or several Drivers, with or without common interests, is prohibited. The persistent driving abreast of several karts, as well as a fan-shaped arrangement, is authorised only if there is not another kart trying to overtake.

(d) The blue flag shall also be shown to any Driver who obstructs part of the track and the penalty inflicted for ignoring the flag shall be more severe in the case of systematic obstruction. The same principles apply to each Driver who swings from one side of the track to the other in order to prevent another Driver from overtaking.

(e) The Driver of a kart leaving the race shall signal their intention in good time and is responsible for ensuring that the manoeuvre is carried out safely.

(f) A competing kart having left the course with all four wheels shall: (i) re-join the course as near as possible to the point of exit compatible with safety; (ii) not re-join the course until it is safe to do so.

(g) Whilst practising or competing, each kart shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify. The track is the portion of the sealed surface between and including the solid edge lines.

(h) Should a Driver be compelled to stop their kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as practical so that its presence does not constitute a danger or prevent the normal running of the race.

If the driver is not able to move the kart out of the potentially, it is the duty of the officials to assist. In that case if the Driver succeeds in restarting his kart without any other external help and re-joins the race without committing a breach of the regulations and without gaining an advantage from the preceding movement of the kart to a safer place or even to the pits, they shall not be excluded from the race.

(i) The pushing of a kart by another competing kart along the track or pushing it across the finishing line is not allowed and shall entail immediate disqualification of the kart or karts concerned (save as provided for in h). A Driver may push his kart to restart if it is safe to do so.

(j) The deceleration zone (pit entry road) is part of the pits area.

(k) During a practice session or a race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be disqualification from the race, or the relevant practice session, and such other penalty as the Stewards may apply.

PENALTIES

PENALTIES ISSUED BY THE CLERK OF THE COURSE: A breach of a regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of up to a one-minute penalty to be added to the race time or to each qualifying lap, for each and every breach without prejudice to further penalty as provided hereinafter. When occurring during a race, a breach of a regulation detailed herein may, at the discretion of the Clerk of the Course, involve the imposition of a time, stop/go or pit lane drive-through penalty.

NOTIFICATION OF TIME PENALTIES: Each time penalty imposed as a result of a Judge of Fact decision (eg, false start) shall be:

(a) notified as soon as practical to the Competitor's replenishment station;

(b) notified to the whole of the field by the display at the control line of an appropriate signal, together with the Competitor's number.

(c) Other time penalties authorised in Regulations shall be advised to the Competitors' replenishment station.

(d) Failure to give the notification referred to herein, although in itself a breach of these regulations, shall nevertheless not expunge such time penalty.

PIT LANE PENALTIES: Where the standing regs, any appendices thereto, or the Supplementary Regulations governing a specific event provide for a penalty expressed as time for an infringement thereof, the Clerk of the Course may call such offending Driver into the pits by use of the black flag, and keep that kart and Driver in the pits for such period that they believe appropriate, and in such case, no further time penalty shall be applied to that Driver for that infringement
