

# 2019 National Festival of Superkarts



Sporting Regulations



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<b>S1</b>		<b>TITLE AND JURISDICTION</b>	<b>3</b>
	S1.1	Title	3
	S1.2	Authority/Jurisdiction	3
<b>S2</b>		<b>ADMINISTRATION</b>	<b>3</b>
	S2.1	Personnel	3
<b>S3</b>		<b>COMPETITOR ELIGIBILITY</b>	<b>3</b>
<b>S4</b>		<b>KART ELIGIBILITY</b>	<b>3</b>
<b>S5</b>		<b>DRIVER ELIGIBILITY</b>	<b>3</b>
<b>S6</b>		<b>ROUNDS</b>	<b>4</b>
<b>S7</b>		<b>CALENDAR</b>	<b>4</b>
<b>S8</b>		<b>ROUND FORMAT</b>	<b>4</b>
	S8.1	Round Format	4
	S8.2	Variations to Timetable	4
<b>S9</b>		<b>GRID DETERMINATION</b>	<b>4</b>
<b>S10</b>		<b>START PROCEDURE</b>	<b>5</b>
<b>S11</b>		<b>AWARDS AND POINTSCORE</b>	<b>5</b>
	S11.1	Prizes and Trophies	5
	S11.2	Pointscore	5
<b>S12</b>		<b>EVENT OPERATIONS</b>	<b>6</b>
	S12.1	Entries	6
	S12.2	Competition Numbers	6
	S12.3	Driver/Team Manager Briefings	6
	S12.4	Impound/Parc Ferm'e	6
<b>S13</b>		<b>TYRES</b>	<b>6</b>
	S13.1	250 International	6
	S13.2	250cc/450cc National and 125cc Gearbox	6
	S13.3	125cc Stock Honda	6
	S13.4	125cc Non-Gearbox	6
	S13.5	Tyre Marking	7
<b>S14</b>		<b>FUEL</b>	<b>7</b>
<b>S15</b>		<b>SCRUTINY</b>	<b>7</b>
	S15.1	Targeted Scrutiny	7
	S15.2	Engines	7
<b>S16</b>		<b>VEHICLE SIGNAGE REQUIREMENTS</b>	<b>7</b>
<b>S17</b>		<b>DRIVER ATTIRE</b>	<b>8</b>
<b>S18</b>		<b>PIT CREW ATTIRE</b>	<b>8</b>
<b>S19</b>		<b>HEALTH AND SAFETY</b>	<b>8</b>

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## Sporting Regulations

### **S1 TITLE AND JURISDICTION**

#### **S1.1 Title**

This event shall only be known as and referred to as the “2019 National Festival of Superkarts”

#### **S1.2 Authority/Jurisdiction**

(a) All events in the 2019 Festival of Superkarts will be conducted under the provisions of the International Sporting National Code of the Federation Internationale de l'Automobile (FIA), the National Competition Rules (NCR) and the Superkart Racing - Standing Regulations of the Confederation of Australian Motor Sport Ltd (CAMS), the Sporting Regulations, 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 National Festival of Superkarts is a single event competition.

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### **S2 ADMINISTRATION**

#### **S2.1 Personnel**

(a) Technical Commissioner (TC) Mike McCrudden

(b) Category Administrators (CA) Sue Veld & Rod Clarke

(c) Category Manager (CM) Rolf Greve

### **S3 COMPETITOR ELIGIBILITY**

To be eligible to compete at the Festival, each Competitor must hold a current CAMS Competition Licence and be a current financial member of a CAMS affiliated car club.

### **S4 KART ELIGIBILITY**

Only Superkarts that comply with the provisions of the CAMS Manual of Motor Sport – RACE-Superkarts – Technical Regulations for the following Superkart classes are eligible to compete in the Festival.

(a) 250cc International

(b) 250cc National

(c) 125cc Gearbox

(a) 125cc Stock Honda

(b) 125cc Non-Gearbox light

(c) 125cc Non-Gearbox Heavy

(e) 125cc Non-Gearbox Junior

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

## **S5 DRIVER ELIGIBILITY**

To be eligible to compete in the National Festival of Superkarts, each Driver must hold a current CAMS Provisional Superkart licence or higher and be a current financial member of a CAMS State affiliated Superkart club.

## **S6 ROUNDS**

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

## **S7 CALENDAR**

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

**August 17 and 18 2019 at Phillip Island.**

## **S8 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.

### **S8.1 Round Format**

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

- (a) Combined Practice/qualify - One (1) combined classes session
- (b) Races - Four (4) combined classes 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 Nat/250 Int, 125 GB/Stock Honda, Rotax light/Rotax heavy/Rotax junior.

### **S8.2 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.

## **S9 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.

## **S10 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, karts must maintain a formation of two straight rows in grid order with the prescribed distance between each kart. 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.

## **S11 AWARDS AND POINTSCORE**

### **S11.1 Prizes and Trophies**

Trophies will be awarded to first, second and third drivers in each class.

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

### **S11.2 Pointscore**

(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	20	9th	7
2nd	17	10th	6
3rd	15	11th	4
4th	13	12th	3
5th	11	13th	2
6th	10	14th	1
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	25	11th	6
2nd	22	12th	4
3rd	20	13th	3
4th	18	14th	2
5th	16	15th	1
6th	15	16th	1
7th	10	17th	1
8th	9	18th	1
9th	8	19th	1
10th	7	20th	1

(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.

## **S12 EVENT OPERATIONS**

### **S12.1 Entries**

For the event there must be a minimum of 5 entries in a class (as set out in the Technical regulations) for the that complete at least one lap of official practice at the event.

### **S12.2 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.

### **S12.3 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.

### **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.

## **S13 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.

The R60B 6-inch front & rear tyre is approved for this event.

**S13.1 250cc Gearbox International** The number of tyres that may be used during each Round is not restricted.

### **S13.2 250cc 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 event 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.

### **S13.3 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 event 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.

### **S13.4 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.

### **S13.5 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 event.
- d) 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. (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** with regard to 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.

### **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.

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.

## **S15 SCRUTINY**

### **S15.1 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.

### **S15.2 Engines**

Only 2 engines per kart shall be submitted at scrutiny for use during the event.

Each engine must be able to be clearly identified at scrutiny. Engine numbers will be recorded and engines will be sealed 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. CDI's are to be marked with competitor's name and returned to rightful owner on completion of the race meeting.

## **S16 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.

## **S17 DRIVER ATTIRE**

Driver's race apparel must be clean and comply with Schedule D of the CAMS Manual of Motor Sport- 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.

All 250cc drivers MUST wear a leather race suit for this event.

## **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. These pit crew must be entered on the appropriate form.

## **S19 HEALTH AND SAFETY**

The CAMS Occupational Health & Safety and Risk Management policies apply to all 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 CAMS Officials and the Category Administrator's Health and Safety Supervisor.