

## **SPORTING BULLETIN**

# **2011 AUSTRALIAN SUPERKART CHAMPIONSHIP SPORTING REGULATIONS – VERSION 2**

### **REFERENCE:**

*CAMS Online Manual of Motor Sport*

<http://www.camsmanual.com.au/SportingRegulations.asp>

### **RATIONALE:**

*To amend the regulations.*

### **ACTION:**

*Amend Article S8.1 of the 2011 Australian Superkart Championship Sporting Regulations as follows;*

#### S8.1 Round Format

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

- (a) Practice/Qualifying - Two (2) combined classes sessions
- (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 ~~380~~ kilometres and a maximum distance of 55 kilometres and expressed as a number of laps appropriate to the host circuit.

*Amend Article S11.2(e) of the 2011 Australian Superkart Championship Sporting Regulations as follows;*

- (e) The placegetters for each Championship class shall be determined by the greatest total of points aggregated by each driver at all rounds of the Championship. If two or more competitors score equal points at the conclusion of the Championship, the Championship order will be decided by a count-back to determine the greater number of higher placings.

The count-back will determine that the competitor with the most number of heat wins shall be awarded the Championship.

Should a tie still remain then a count-back of second placings, and if required third and other point scoring places until the tie is resolved. If this mechanism does not determine the result, a Tie shall be declared.

*Amend Article S13.2 of the 2011 Australian Superkart Championship Sporting Regulations as follows;*

S13.2 125cc Gearbox and 250cc Gearbox National

- (a) At each Round of the Championship, each 125cc Gearbox class and the 250cc Gearbox National class Superkart shall be limited to the use of eight (8) tyres. Except for treaded tyres used on a damp or wet track, up to eight (8) dry weather (slick) tyres (four (4) front and four (4) rear) may be used for **the entire round of each championship including all qualifying sessions, all heats and races.**
- (b) The first set of tyres will be marked **before the commencement** ~~at the completion~~ of the individual competitor's first qualifying session, with the requirement to have allowable second sets marked prior to the commencement of **any further qualifying sessions, heats or races** ~~acing~~. Included on the markings on the dry weather (slick) tyres will be the competition number of the relevant kart, the circuit, and any other marks deemed necessary by the Chief Scrutineer or TC.
- (c) The use of unmarked or incorrectly marked dry weather (slick) tyres during any qualifying session ~~or heat~~ **or race** is prohibited. No tyre marked for the use by one kart may be used on another kart during **any qualifying sessions, heats and races at that round of the Championship** ~~race meeting~~.
- (d) Should the track be declared 'wet' by the Clerk of the Course, competitors are permitted to use unmarked wet tyres.
- (e) The Chief Scrutineer or TC shall be Judge of Fact in respect to decisions on tyres.
- (f) The onus and responsibility lies with the Competitor and/or Drivers to ensure that Scrutineers mark their tyres in accordance with these Regulations.
- (g) Any contravention of this article may result in the Competitor and/or Driver being referred to the Stewards of the Meeting for disciplinary action.

*Amend Article S15.2 of the 2011 Australian Superkart Championship Sporting Regulations as follows;*

S15.2 Engines

Only 2 engines per kart shall be submitted at scrutiny for use ~~during~~ **at each round of** the Championship.

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~~ **each Competitor must only use recorded engines** for the duration of each round of the Championship. **Each engine recorded for use by one kart may not be used on another kart during that round of the Championship. 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.**

**END**