

Queensland Superkart Club Inc By-Laws

1. The Queensland Superkart Club Inc Life Members are as follows;

Drene Jamieson
 John Warpole
 Liela Westphal (Dec)
 Bernie Weier
 Marilyn Weier
 Roger Thompson
 Phil Silcock
 Ashley Zahl (Dec)
 Chrissy Jamieson
 Craig Philp
 Roger Amiss

2. The Queensland Superkart Club Inc utilises the following point score system for their Superkart Series.

QLD POINT SCORE CALCULATION SHEET																																									
		Number of Entrants																																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35					
PLACING IN RACE	1	251	283	318	337	348	357	367	372	377	382	386	389	392	394	396	398	400	401	403	404	405	406	407	408	409	409	410	411	411	412	412	413	413	414	414					
	2	0	120	250	282	302	317	327	336	342	347	352	356	359	362	364	366	368	370	371	373	374	375	376	377	378	379	379	380	381	381	382	382	383	383	384	384				
	3	0	0	120	193	229	254	273	288	299	308	316	323	328	333	337	341	344	347	350	352	354	356	358	360	361	363	364	365	367	368	369	370	370	371	372	372				
	4	0	0	0	120	168	202	228	248	263	276	286	295	303	309	315	320	325	329	332	335	338	341	344	346	348	350	352	353	355	356	358	359	360	361	362	362				
	5	0	0	0	0	120	161	192	216	234	250	262	273	282	290	297	303	309	314	308	322	325	329	332	334	337	339	341	344	345	347	349	350	352	353	354	354				
	6	0	0	0	0	0	120	156	184	206	224	239	251	262	271	280	287	293	299	295	308	313	316	320	332	326	329	331	334	336	338	340	342	344	345	347	347				
	7	0	0	0	0	0	0	120	152	177	198	215	229	242	252	262	270	277	284	281	295	300	304	308	320	315	318	321	324	327	329	331	333	335	337	339	339				
	8	0	0	0	0	0	0	0	120	148	172	191	207	221	233	244	253	261	269	268	281	287	292	296	308	304	308	311	314	317	320	322	325	327	329	331	331				
	9	0	0	0	0	0	0	0	0	120	146	167	185	201	214	226	237	246	254	254	268	274	280	285	296	293	297	301	305	308	311	314	316	319	321	323	323				
	10	0	0	0	0	0	0	0	0	0	120	143	163	181	195	208	220	230	239	241	254	261	267	273	285	283	287	291	295	298	302	305	308	310	313	315	315				
	11	0	0	0	0	0	0	0	0	0	0	120	141	160	176	191	203	214	224	227	241	248	255	261	273	272	277	281	285	289	293	296	299	302	305	307	307				
	12	0	0	0	0	0	0	0	0	0	0	0	120	140	157	173	186	198	209	217	227	235	243	249	261	261	266	271	275	280	283	287	290	294	297	300	300				
	13	0	0	0	0	0	0	0	0	0	0	0	0	120	138	155	170	183	194	200	214	222	230	237	249	250	256	261	266	270	274	278	282	285	289	292	292				
	14	0	0	0	0	0	0	0	0	0	0	0	0	0	120	137	153	167	179	187	200	210	218	226	237	239	245	251	256	261	265	269	273	277	281	284	284				
	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	136	151	164	173	187	197	206	214	226	228	235	241	246	251	256	261	265	269	273	276				
16	QLD POINTSCORE SYSTEM:																120	135	149	160	173	184	193	202	214	217	224	230	236	242	247	252	256	261	265	268	268				
17	Each racer receives points per race based on the number of entrants within his or her class. The number of entrants per class remains the same for the day as the number entered regardless of did not start (DNS) or Did not Finish (DNF)																0	120	134	146	160	171	181	190	202	206	214	220	227	232	238	243	248	252	256	260					
18																	0	0	120	133	146	158	169	178	190	196	203	210	217	223	229	234	239	244	248	253					
19																	0	0	0	120	133	145	156	167	178	185	193	200	207	214	220	225	231	236	240	245					
20	In the event of an even number of races resulting in a tied result within a class, the person who finishes first in the trophy or final race is deemed to be the winner of the day																0	0	0	0	120	132	144	155	167	174	182	190	197	204	211	217	222	227	232	237					
21																	0	0	0	0	0	120	132	143	155	163	172	180	188	195	201	208	214	219	224	229					
22																	0	0	0	0	0	0	120	131	143	152	161	170	178	185	192	199	205	211	216	221					
23																	0	0	0	0	0	0	0	120	131	141	151	160	168	176	183	190	196	202	208	213					
24	Overall Pointscore:																0	0	0	0	0	0	0	0	120	130	140	150	158	167	174	181	188	194	200	206					
25																	0	0	0	0	0	0	0	0	0	120	130	140	149	157	165	172	179	186	192	198					
26																	0	0	0	0	0	0	0	0	0	0	120	130	139	148	156	164	171	178	184	190					
27																	0	0	0	0	0	0	0	0	0	0	0	120	129	138	147	155	162	169	176	182					
28																	0	0	0	0	0	0	0	0	0	0	0	0	0	120	129	138	146	154	161	168	174				
29	All points from each race event are totalled to achieve an overall driver of the year point ranking. In the event of a tied score for overall driver of the year, a countback system will be utilised. i.e Ranked on total number of first places, then if tie is still unbroken ranked on total number of second places etc.																0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	129	137	145	153	160	166		
30																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	128	137	144	152	159	
31																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	128	136	144	151	
32																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	128	136	143	
33																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	128	135	
34																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	127
35																	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

- The Club champion is determined by the person who scores the most points over all categories in 1 season, this includes points accumulated across multiple classes. If a person runs more than 1 class during a race weekend, then only 1 category counts towards their total for Club Champion.
- The Rookie of the year will be awarded to the person with the most points who competes in 2 or more events during their first year of Membership.
- The most consistent award is handed to the driver/s who completed the greatest number of races during the season.
- Members receiving a Perpetual award at the Gala and do not re-join the club by the Annual General

Meeting of the following year will need to return their award by the Annual General Meeting to a nominated club representative. Perpetual trophies are unable to be awarded to non-financial members to protect the club assets that are owned by financial members.

- 3. a.** The Queensland Superkart Club Inc Management Committee may issue penalties from time to time for any matter it sees as dangerous, bringing the sport and / or Club into disrepute and unsportsmanship. These penalties will be added to any penalty issued by any Motorsport Authority I.E Motorsport Australia, AASA or RACERS, and will not run concurrently.
- 3. b.** Fines are as follows but not limited to, Loss of points for previous race and / or not compete in the next race and or event. Exclusion from the meeting. Membership conditions and / or cancelled for a time decided by the Management Committee.
- 3. c.** Serious dangerous driving safety breaches will require the driver/ member to show cause why his membership should not be cancelled. If deemed serious enough, minimum fine will be 6months to the day not competing at any Superkart events that the Queensland Superkart Club Inc competes at. Cancellation of membership will mean that the penalised member will be able to apply for membership again 1 year (I.E 365 days) later. The Management Committee if they accept the membership will place a 12-month good behaviour clause in it. 1 breach during the good behaviour time will mean membership cancelled for life. If your Queensland Superkart Club Inc membership is cancelled, we must advise all Motorsport Authorities, I.E if you have a Motorsport Australia licence, it is not valid without Membership to a Motorsport Australia affiliated Club.
- 4.** For the 2015 racing year onwards. The QSC inc wants to ensure that the eligibility and technical standards of all Superkarts completing at all race meetings, meet the basic Motorsport Australia STR's for technical and safety standards relevant for their class. A phasing in period of 3 race meetings in 2015 race season will apply. This will allow enough time for all competitors to ensure their own self-assessment declaration of the eligibility of their Superkart meets the current given Motorsport Australia STR technical and safety standards.
- 5.** The Management Committee may ask for your race footage for evidence. This is not optional but mandatory and considered as evidence. If possible, all footage will be viewed at the Race Meeting so an outcome can be reached quickly.
- 6.** If any member allows their membership to lapse for 12 months or longer, their race number will become available for reissue.

7. Bumpers Front.

Front bumpers must be rigid, positioned forward of the feet and mounted at the line of or forward of the front chassis rail and be fitted to protect feet and ankles in the event of a collision. The bumper must be of minimum 16mm diameter, minimum wall thickness of 1.5mm, at a line perpendicular to the centre line of the kart and no less than half way up the driver's feet when seated. Front bumpers shall have mountings to the main chassis placed at the front extremities and at the side ends, and shall not be adjustable in any way while the vehicle is in motion. Any supports and struts shall have no sharp or angular points at the extremities.

8. Qld Superkart Club - Vehicle Log Books

- The Qld Superkart Club Log book is to be a competition record for QSC superkarts, to be retained by the owner and presented at each race meeting.
- A QSC Log Book can be issued to a superkart owner after a scrutineering check by a QSC nominated scrutineer. Owner's details are recorded, the inclusion of superkart photos is optional.
- The QSC Log Book number will be: - the Year of issue followed by a three digit number that includes the owners QSC recorded race number. One or two digit race numbers can be preceded by zero/s. The QSC Log Book Vehicle ID

shall be used for those Superkarts with Motorsport Australia Log Books, and be the same as noted within Motorsport Australia Log Books, otherwise to be left blank.

- A Superkart change of ownership needs to be recorded in the appropriate page of the QSC Log Book by an authorised QSC Officer, and attested with a valid QSC stamping.
- At each QSC Race Meeting that is a Non-Motorsport Australia event, the competitor's QSC Log Book will have added a notation by the meeting QSC DSO. The notation will record an event name and date and be validated by one of the three stamps issued by the QSC.
- Notations other than a 'Scrutiny' or 'Target Scrutiny Audit' check, do not signify regulation or safety compliance.

Scrutiny checks and/or Target Scrutiny Audit' checks will assess the Superkart against relevant regulations and technical compliance. Target Scrutiny Audit' checks are due after Six (6) competition race events, or at Twelve (12) Month intervals whichever occurs first. Notations will be either 'NAFF' or 'Not Compliant' with rectifications for compliance noted to the owner. There may be other comments or additions.

9. Proxies Forms

All proxy votes are to be in the hands of the secretary of the Queensland Superkart Club Inc. seven (7) days prior to the date upon which the vote they relate to is held. Any proxies received after that date are null and void.

10. Allowing other TAG Engines

125NGB Racing by the QSC Inc, includes local option of TAG Engines in addition to Rotax to race at weights to achieve parity by engine type. Refer to Table 1 below

Table 1: KA TAG Engine Weights

ENGINE	WEIGHT (Kg)
PRD FIREBALL 125	155
PARILLA LEOPARD 125	155
IAME X30 125	160
SQ CHEETAH	155
ROTAX MAX 125 (NON-EVO)	160
ROTAX MAX 125 (EVO)	165
PRD GALAXY	155

Appendix A

Observance of Signals

The Clerk of the Course, Clerk's Deputy and the Track Marshals use signals to ensure drivers' safety and enforce competition regulations. Signals are given using flags, lights and radio transmissions. All drivers must observe all signals given to them as soon as it is safe to do so.

Overtaking, car control and track limits

1. A kart alone on the track may use as much of the track width as the driver chooses.
2. Overtaking of another Kart may be undertaken on the left- or right-hand side.
3. While overtaking, a driver cannot deliberately leave the track for any reason other than to avoid a collision.
4. While defending a position a driver is not permitted to change direction more than once and when returning to the racing line from defending their position a driver must leave a kart width between themselves and the edge of the track on approach to the next corner.
5. Any manoeuvre likely to hinder other drivers, such as crowding of a kart beyond the edge of the track, or any other abnormal change of direction, are prohibited.
6. Drivers must stay on the track at all times. For clarification "The Track" includes the white lines defining the track edge but does not include the kerbs.
7. Should a kart leave the track, the driver may re-join, only when it is safe to do so and without gaining any advantage. A driver will be judged to have left the track if no part of the kart remains in contact with the track.
8. Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the kart (as observed by any track official or the DSO) may entail the imposition of penalties up to and including the exclusion of any driver concerned.
9. It is not permitted to drive unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.
10. Any driver who appears guilty of any of the above offences, as observed by any track marshal or the driving standards observer, may receive penalties up to and including their exclusion from the event.

Karts stopping during a race.

1. If a Kart is unable to maintain racing speed and the driver needs to exit the track they should signal the intention to do so by raising their hand. This should be done in good time, to warn all other drivers. The driver is responsible for ensuring their exit from the track is carried out safely and as near as possible to a point of exit.
2. Should a kart stop anywhere other than the pit lane, the driver must move it as soon as it is possible to do so safely, so that its presence does not constitute a danger or hinder other drivers.
3. No repairs to karts shall be undertaken anywhere on the track other than in the pit lane.
4. Replenishment of any kind is prohibited save when the kart concerned is stopped in pit lane.
5. Pushing a kart on the track is prohibited other than to ensure that the presence of a stopped kart does not constitute a danger or hinder other drivers.

Entrance to the pit lane

1. During competition, access to the pit lane is allowed only through the pit entry, which shall be defined as "the section of track leading to the pit lane".
2. Any driver intending to leave the track or to enter the pit lane should make sure that it is safe to do so.
3. Except when avoiding a collision, the crossing, in any direction, of the line separating the pit entry and the track by a kart entering the pit lane is prohibited.

Exit from the pit lane.

There will be a green light and a red light (or similar signs/signals) at the pit lane exit. Karts may only leave the pit lane when the green light is on (or sign/signal is displayed). Any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits