



2026

**SUPERKARTS AUSTRALIA™
CHAMPIONSHIP**




Race Regulations



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The 2026 SUPERKARTS AUSTRALIA™ CHAMPIONSHIP Regulations are to be read in conjunction with the Race Meeting Regulations issued by Motorsport Australia and/or those of the Organisers and Promoters of this race meeting.

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2026

SUPERKARTS AUSTRALIA™ CHAMPIONSHIP

Race and Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

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

“2026 SUPERKARTS AUSTRALIA™ CHAMPIONSHIP” or “SKA CHAMPIONSHIP”.

S1.2 Authority/Jurisdiction

(a) Event/s in the 2026 Superkarts Australia™ Championship (SKA Championship) shall be conducted in accordance with either the Racing Regulations of the Governance Body of The Race Meeting and the Promoter and their Insurers or, under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR), the Circuit Race Standing Regulations of **Motorsport Australia (MA)**, the Superkart Racing Standing Regulations (SRSR) to the applicable extent, and the Superkart Technical Regulations as published by Motorsport Australia; these Race Regulations issued by SKA; together with any Supplementary and Further Regulations issued by the Organiser; Bulletins issued by the Stewards of the Meeting; any Driver Briefing Notes issued by the Race Directors and/or the Clerk of the Course at a meeting. The SYDNEY MOTORSPORT PARK and MOTORSPORT AUSTRALIA are the governance body for the race meeting held at that circuit.

(b) The 2026 Superkarts Australia™ Championship is run at this race meeting calendared and permitted by Motorsport Australia.

(c) **Superkarts Australia Pty Ltd (SKA) is the Category Administrator (CA)**

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S2 ADMINISTRATION

S2.1 Personnel

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

- (a) Technical Commissioner (TC) To be advised in Supplementary Regulations
- (b) Category Event Manager/s (CEM) Chryss Jamieson and Assistants.

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Superkarts Australia™ Championship, each Competitor must hold a current Motorsport Australia Competitor Circuit Licence and be a current financial member of a Motorsport Australia affiliated Club.

S4 SUPERKART ELIGIBILITY

Each Superkart must comply with the current year provisions of **Motorsport Australia Manual - Superkarts – Technical Regulations** for the following classes to be eligible to compete in the SKA Championship.

- (a) 125cc Gearbox National
- (b) 250cc/450cc Gearbox National
- (c) 250cc Gearbox International
- (d) 125cc Stock Honda Gearbox
- (e) 125 Rotax Max Non-Gearbox

Each Superkart shall be subject of a current and valid M.A. Logbook.

S5 DRIVER ELIGIBILITY

To be eligible to compete in this meeting, Competitors must hold the minimum of a current Motorsport Australia Circuit with provisional endorsement Licence to compete. Motorsport Australia competition licences will be checked as part of the entry process.

S6 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.

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

(a) Practice/Qualifying - Two (2) sessions for combined classes (may incl optional Private Practice Friday)

(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 50 kilometres and expressed as a number of laps appropriate to the host circuit.

Races may be time limited in accordance with Meeting Regulations.

S6.2 Variations to Timetable

The timetable/number of races may be varied at any time due to exceptional circumstances (force majeure) only with the prior approval of the Race Director/Stewards of the Meeting.

S7 GRID DETERMINATION

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 Race Director/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.

S8 START PROCEDURE

The start procedure for each race shall be generally as detailed in Race Meeting Standing Regulations – Championship Start – Rolling Start, except that superkarts 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 superkarts in the Marshalling Area. At this time each superkart's engine may be started.
- On the instructions of an official, each superkart shall leave the Marshalling Area for an observation/formation lap for the purpose of warming engines, brakes and tyres. The speed of this lap shall be controlled by the superkart on pole position. Each superkart shall maintain its starting order with passing only allowed to maintain the formation of two plus two in straight rows.
- Competitors who slow because of mechanical or other issue must raise an arm that signals the superkarts behind to go past to maintain formation.
- The pole sitter of each class shall maintain a 20 metres gap to the last superkart of the class in front.

- An Official vehicle, if required by The Sydney Motorsport Park Management & MA, shall maintain a speed of 80 km/hr for the formation lap. Each superkart shall maintain its starting order with the pole position superkart leading.
- Towards the end of the formation lap the Official vehicle shall extinguish its flashing lights. At this time each superkart shall be in a two-by-two formation in starting order with the prescribed distance between each superkart.
- 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 by one (1) lap for each additional formation lap.

S9 AWARDS AND POINTSCORE

S9.1 Prizes and Trophies

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

In the event that the class number is less than 5, then only first and second will be awarded.

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

S9.2 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 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 points but only 50% 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 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 kart must cross the finishing line under its own power not later than 3 minutes after the relevant class winner has done so (in circuits of 3km or less) or six minutes (in the case of circuits longer than 3km); moreover, it must have covered at least 75% of the distance covered by such winner.

(h) The results shall be determined by the number of points scored by each driver for each class.

- (i) In the event of a points tie at the end of the meeting, the final positions shall be determined by comparing the results of each of the tied drivers in the relevant class in the final race. The driver with the higher finishing position in the relevant class in the final race shall be awarded the higher place.

S10 EVENT OPERATIONS

S10.1 Entries

There must be a minimum of 5 entries in a class that complete at least one lap of official practice/qualifying. Should this requirement not be met, the class may run but only first and second shall be awarded

S10.2 Competition Numbers

Each Competitor shall include their preferred Competition Number on their Entry Form/s. Generally, preference shall be given to Competitors who contested the 2025 SKA Championship, 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 Motorsport Australia Manual Schedule K, and in locations in accordance with the Superkart Technical Regulations.

S10.3 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.

S10.4 Impound/Parc Fermé

Each Superkart must return to the designated impound/parc fermé 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 Fermé except at the direction of the Technical Commissioner or the Chief Scrutineer.

S10.5 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.

S11 TYRES

S11.1 250cc Gearbox International and 250cc/450cc Gearbox National

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

S11.2 125cc 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.

S11.3 Stock Honda 125 Gearbox

Any 5" diameter racing kart tyres may be used on 5" diameter wheels.

A maximum of three individual front and 3 individual rear tyres (six tyres total) are allowed per race meeting. (as per Technical Regulations).

S11.4 Rotax Max Non-Gearbox

Restricted to one set of 4 marked 5" dry and one set of 4 marked 5" wet tyres as per Technical Regulations.

Please note: The TC (or Chief Scrutineer) is sole arbiter regarding 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

S12 FUEL

Only fuels as defined by Motorsport Australia Manual (refer "General Requirements for Cars and Drivers" in the Motorsport Australia Manual) shall be used. Refer to the 2026 Motorsport Australia Specification – Superkart – Technical Regulations – FUEL for specific fuel requirements for superkarts/classes. 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 in accordance with regulations. The suspected use of unauthorised fuel shall result in the matter being referred to the Stewards of the Meeting.

S13 SCRUTINY

S13.1 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.

S13.2 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 lie 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.

S14 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 may be found in breach of NCR's, and 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.

S15 DRIVER ATTIRE

Driver's race apparel must be clean and comply with Schedule D – Apparel of the Motorsport Australia Manual. 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.

S16 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 Motorsport Australia Manual.

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

