



Queensland Superkart Club Inc By-Laws

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

Life Member Number	Name	Year of Induction
1	Drene Jamieson	1987
2	John Warpole (Dec)	1989
3	Liela Westphal (Dec)	1989
4	Bernard Weier	2001
5	Marilyn Weier	2001
6	Roger Thompson	2001
7	Phil Silcock	2008
8	Ashley Zahl (Dec)	2010
9	Chryss Jamieson	2015
10	Craig Philp	2015
11	Roger Amiss	2022
12	Darryl Bertram	2025

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

Finishing Position	Number of Competitors																														
	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	
1	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	
2		99	108	117	126	135	144	153	162	171	180	189	198	207	216	225	234	243	252	261	270	279	288	297	306	315	324	333	342	351	
3			97	105	113	122	130	138	146	154	162	170	178	186	194	203	211	219	227	235	243	251	259	267	275	284	292	300	308	316	
4				95	102	109	117	124	131	139	146	153	160	168	175	182	190	197	204	211	219	226	233	241	248	255	262	270	277	284	
5					92	98	105	112	118	125	131	138	144	151	157	164	171	177	184	190	197	203	210	217	223	230	236	243	249	256	
6						89	94	100	106	112	118	124	130	136	142	148	154	159	165	171	177	183	189	195	201	207	213	218	224	230	
7							85	90	96	101	106	112	117	122	128	133	138	143	149	154	159	165	170	175	181	186	191	197	202	207	
8								81	86	91	96	100	105	110	115	120	124	129	134	139	143	148	153	158	163	167	172	177	182	187	
9									77	82	86	90	95	99	103	108	112	116	121	125	129	133	138	142	146	151	155	159	164	168	
10										74	77	81	85	89	93	97	101	105	108	112	116	120	124	128	132	136	139	143	147	151	
11											70	73	77	80	84	87	91	94	98	101	105	108	112	115	119	122	126	129	132	136	
12												66	69	72	75	78	82	85	88	91	94	97	100	104	107	110	113	116	119	122	
13													62	65	68	71	73	76	79	82	85	88	90	93	96	99	102	104	107	110	
14														58	61	64	66	69	71	74	76	79	81	84	86	89	92	94	97	99	
15															55	57	59	62	64	66	69	71	73	75	78	80	82	85	87	89	
16																51	54	56	58	60	62	64	66	68	70	72	74	76	78	80	
17																	48	50	52	54	56	57	59	61	63	65	67	69	70	72	
18																		45	47	48	50	52	53	55	57	58	60	62	63	65	
19																			42	44	45	47	48	50	51	53	54	56	57	59	
20																				39	41	42	43	45	46	47	49	50	51	53	
21																					36	38	39	40	41	43	44	45	46	47	
22																						34	35	36	37	38	39	40	42	43	
23																							32	32	33	34	35	36	37	38	
24																								29	30	31	32	33	34	35	
25																									27	28	29	30	30	31	
26																										25	26	27	27	28	
27																											23	24	25	25	
28																												22	22	23	
29																													20	20	
30																															18



- a. 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.
- b. 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.
- c. The most consistent award is handed to the driver/s who completed the greatest number of races during the season.
- d. 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 un-sportsmanship like behaviour. 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.

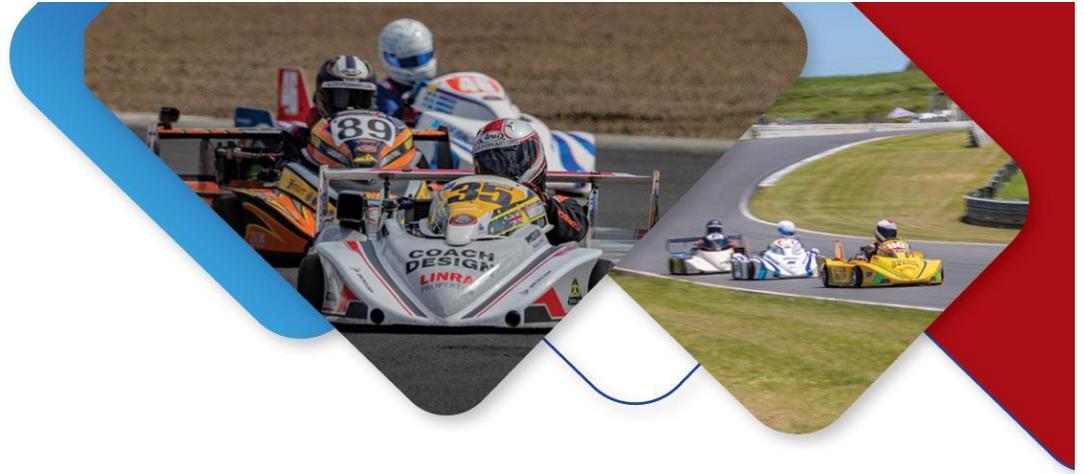
4. For the 2015 racing year onwards. The QSC Inc wants to ensure that the eligibility and technical standards of all Superkart' s completing at all race meetings, meet the basic Motorsport Australia STR's for technical and safety standards relevant for their class. A phasing in period of 3 race meetings 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. 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.

9. 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

10. Grievance procedure:

The Queensland Superkart Club Inc. has a grievance procedure in place, for more information please see link to documents section of our website where it is located.

<https://qldsuperkart.org/documents/>



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.
11. A kart passing on the inside must have the most forward part of their kart inline or



past the front wheels of the kart they are passing before the turn in point for the corner. If they are unable to do so the passing kart must yield the corner.

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

6. 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".
7. Any driver intending to leave the track or to enter the pit lane should make sure that it is safe to do so.
8. 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



Revision History

REVISION	NOTE	DATE
REV-A	Added Darryl Bertram to the Life Membership Tab	03/11/2025
REV-B	Removed QSC Log Book procedure as voted on at the December General Meeting 2025	07/01/2026