



## AUSTRALIAN STARS of KARTING SERIES 2011

Rnd 1 - Ipswich Kart Club 25<sup>th</sup>/26<sup>th</sup> 27<sup>th</sup> February 2011

Rnd 2 - Southern Kart Club SA 1<sup>st</sup>/2<sup>nd</sup>/3<sup>rd</sup> April 2011

Rnd 3 - Todd Road Kart Club 17<sup>th</sup>/18<sup>th</sup>/19<sup>th</sup> June 2011

Rnd 4 - North Shore Kart Club 29<sup>th</sup>/30<sup>th</sup>/31<sup>st</sup> July 2011

Rnd 5 - Newcastle Kart Club 16<sup>th</sup>/17<sup>th</sup>/18<sup>th</sup> September 2011

Proudly presented by the Australian Karting Association in conjunction with the State Bodies and host Clubs



Proudly Supported by



# AUSTRALIAN KARTING ASSOCIATION SUPPLEMENTARY REGULATIONS

## **AUTHORITY:**

The meeting will be held under the International Sporting Code of the FIA, the General Standing Regulations and National Competition Rules of the AKA and any further addendums and bulletins to the regulations.

Permit Number: **AKACIK05/2011**

Australian Karting Association in conjunction with the relevant Karting Association and the host club as issued by addendum.

Date & Place of Meeting:	As issued by Addendum
Track Direction:	As issued by Addendum
Track capacity:	As issued by Addendum
Track length:	As issued by Addendum

## **OFFICIALS OF THE MEETING:**

CLERK OF COURSE:	Chris Robinson
ASSISTANT CLERK OF COURSE	As issued by Addendum
CHIEF STEWARD:	As issued by Addendum
STEWARDS:	As issued by Addendum
STEWARDS SECRETARIES:	As issued by Addendum
NOISE CONTROL MARSHALL:	As issued by Addendum
RACE SECRETARY:	As issued by Addendum
STARTER:	As issued by Addendum
GRID MARSHALLS:	As issued by Addendum
ASSISTANT MARSHALL:	As issued by Addendum
ANNOUNCER:	As issued by Addendum
CHIEF TIME/LAP KEEPER	As issued by Addendum
LAP SCORERS:	As issued by Addendum
SCALE MARSHALL:	As issued by Addendum
FUEL TESTER:	As issued by Addendum
STATE TECHNICAL OFFICER:	As issued by Addendum
CIK TECHNICAL ADVISOR:	Richard Erdman
TECHNICAL OFFICERS:	Les Allen, As issued by Addendum
CHIEF SCRUTINEER: SCRUTINEERS:	As issued by Addendum
TYRE DISTRIBUTORS:	Les May
JUDGES OF FACT:	As per rule 4.17(a)
PIT SPOT CO-ORDINATORS:	Peter Galvin/ As issued by Addendum
FLAG MARSHALLS:	As issued by Addendum
FIRST AID:	As issued by Addendum

### **CLASSES TO COMPETE:**

Kart Formula 1: 167kg Rnd 1, 2, 3 and 4 will be State Championship events  
Kart Formula 3: 145kg Rnd 1, 2, 3 and 4 will be State Championship events  
Kart Z 2: 180kg Rnd 1, 2, 3 and 4 will be State Championship events

Yamaha Challenge Clubman: 150kg  
Yamaha Challenge Junior National: 130kg  
Club class: As issued by Addendum

### **ENTRY FEE:**

For CIK competitors wishing to enter all 5 rounds of the series up front the entry fee will be \$1000.  
Payment must be made to the rnd 1 host club.

The Fee for Entry will be \$220.00 inc GST for the CIK categories

The Fee for Entry will be \$170.00 incl GST for the Yamaha Challenge categories

The Fee for Entry will be as issued by addendum inc GST for the club class

### **ENTRIES TO:**

Entry Coordinator:

As issued by Addendum

Only entries received on the official AKA entry form will be accepted.

Entry Forms available on AKA website [www.karting.net.au](http://www.karting.net.au)

No cash to be sent through mail.

Refusal or acceptance of entry as per Rule 1.15

Entries will only be eligible for refunds if entry is canceled in writing before Close of Entries, or if classes are cancelled.

### **TRANSPONDERS:**

Each competitor must have a transponder as per rule 16.05(a). Transponders must be fitted as per rule 25.30. It will be compulsory for all competitors to affix an AMB TranX160 transponder to their karts in a working condition from Friday morning of all events.

### **CLOSE OF ENTRIES:**

**All entries must be received by 4pm on Friday two weeks preceding the event.**

**The actual date will be issued by addendum.**

**Mail entries close postmarked up to and including two weeks preceding the event.**

LATE ENTRIES CAN BE ACCEPTED in negotiation with the club. A late fee of \$50 will be imposed.

LICENCE REQUIREMENTS: CIK Categories A Grade, Provisional A, International A or International B grade licence.

Yamaha Challenge A, B, C & D Grade current AKA License.

All other classes A, B, C, & D Grade current AKA License.

### **MINIMUM ENTRIES:**

The minimum starters in each class will be 8 genuine entries. If less than 8 genuine entries received, drivers entered for the class will be notified ASAP and entry fee returned.

## **FORMAT OF RACING:**

### **CIK CLASSES: Undersubscribed** (1 x timed qualifying, 3 Heats, 2 equal distance Final's)

1. Timed Qualifying – 1 x 10 minute qualifying session. After the conclusion of this qualifying session the top five qualifiers will then complete a two lap shoot out to determine the final top 5 grid positions. Grids 5 onwards will remain as per the ten minute qualifying session.

a) **Heat one, two and three:** Grid positions as per qualifying (fastest time to grid position one, and so on) to be run over a distance of approximately 15 kms.

b) **Final 1:** Lowest points from the heats to Grid One, and so on, to be run over a distance of approximately 25kms.

c) **Final 2:** The finishing order from the first final will determine the starting positions for the second final, which will be run over a distance of approximately 25kms.

Please refer to Chapter 43 2011 AKA rulebook for points system.

The overall round winner will be taken from the results of the second final.

The state champions shall be determined by the driver who has accumulated the highest points score from the two finals (the series point score shall be used to determine this not the 0, 2, 3 points score system). A count back system shall apply based on who had the highest finish result in the second final. If no resolution can be achieved then the winner shall be the fastest qualifier as determined by the grid sheet for the first heat. This round is a State Championship for CIK Classes.

### **CIK CLASSES: Oversubscribed** (1 x timed qualifying, 2 Heats, 2 equal distance Final's)

1. Timed Qualifying – 1 x 10 minute qualifying session. After the conclusion of this qualifying session the top five qualifiers will then complete a two lap shoot out to determine the final top 5 grid positions. Grids 5 onwards will remain as per the ten minute qualifying session.

a) **Heat one and two:** Grid positions as per qualifying (fastest time to grid position one, and so on) to be run over a distance of approximately 15 kms. The AvBvC system will be utilized for oversubscribed classes e.g. heat 1 AvB, heat 2 BvC, heat 3 AvC. All drivers will get two heats.

b) **Repercharge:** The last 5 positions on the grid for the two finals shall be taken from a repercharge to be held over approximately 15kms. Grid 1 in the repercharge shall be taken from the points score from the heats using the following calculation. Grid 1 shall be taken from the competitor who lays (track density – 5) after the heats and so on until all competitors from here back have a grid position. E.g. if the track has a density of 30 then positions 26, 27, 28 etc shall compete in the repercharge.

c) **Final 1:** Lowest points from the heats to Grid One, and so on, to be run over a distance of approximately 25kms.

d) **Final 2:** The finishing order from the first final will determine the starting positions for the second final, which will be run over a distance of approximately 25kms.

Please refer to Chapter 43 2011 AKA rulebook for points system.

The overall round winner will be taken from the results of the second final.

The state champions shall be determined by the driver who has accumulated the highest points score from the two finals (the series point score shall be used to determine this not the 0, 2, 3 points score system). A count back system shall apply based on who had the highest finish result in the second final. If no resolution can be achieved then the winner shall be the fastest qualifier as determined by the grid sheet for the first heat. This round is a State Championship for CIK Classes.

### **Yamaha Challenge Classes** (1 x timed qualifying, 3 Heats, 1 Pre-Final, 1 Final)

1. Timed Qualifying – 1 x 6 minute qualifying session.

a) **Heat one, two and three:** Grid positions as per qualifying (fastest time to grid position one, and so on) to be run over a distance of approximately 10kms.

b) **Pre-Final:** Lowest points from the heats to Grid One, and so on, to be run over a distance of 16 kms.

c) **Final:** The finishing order from the pre-final will determine the starting positions for the final, which will be run over a distance of 20kms.

Please refer to Chapter 43 2011 AKA rule book for points system.

Final only counts.

**Points System** Point Score System for Heats:

1st - 0Points

2nd - 2Points

3rd -3 Points and so on with one point being added for each place.

Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

**MECHANICAL BREAKDOWN LANE:** Will be in use at this meeting.

**KART RETREIVAL:**

Pit Crew with trolleys will NOT be given access to the circuit during qualifying and racing. Retrieval is at the discretion of the Clerk of Course. Karts can be retrieved via access through the In/Out Grid.

**BLUE & RED DOUBLE DIAGONAL FLAG:**

The blue and red double diagonal flag as detailed in Rule 15.13 will be used throughout this meeting.

**ABONDONMENT OR POSTPONEMENT:**

The Organisers' reserve the right at their sole discretion to abandon, postpones, or cancel any event(s), subject to R1.25.

**INSURANCE:**

Has been effected for this Meeting in accordance with Chapter 3.of the 2011 AKA Manual

**PARC FERME , IN & OUT GRID ENTRY:**

Entry to the In/Out-grid will be restricted to ONE pit crew per driver for all classes with the exception of Kart Formula 3 who will be allowed one extra pit crew to remove the kart from the trolley. This pit crew member must then leave the out grid. All nominated pit crew entering the "In-Grid or Out-Grid" areas must have on display at all times the appropriate accreditation as issued. Entry shall be only be granted at specific times eg when your class has been called. Entry shall not be granted at other times.

**NOISE LEVELS:**

Maximum Noise levels shall be in accordance with Chapter 24.

**SCRUTINEERING:**

Scrutineering for this race meeting will be as per rule 12.01 of the 2011 AKA Manual. As per rule 1.16, each kart shall have affixed to it a correct Scrutineering sticker or identifying mark supplied for the meeting. This signifies that the driver has confirmed their entry for the meeting and completed a Scrutineering Form relevant to the entry. From Saturday morning's, the Grid Marshal / Scrutineers shall not allow any kart that does not display a correct Scrutineering sticker or identifying mark to practice, time qualify or race. Failure to comply will result in the driver being excluded from the Meeting. Refer to rule 12.0 1(a).

**ENGINE SEALING AND CHASSIS TAGGING:**

**As per rule 1.30.9 of the 2011 AKA Manual.** All motors must be fitted with solid sealing nuts appropriate for the respective type of engine unless specifically noted in class regulations. A maximum of one nut must be used per stud. A Sealing Nut is an extended head, cylinder or exhaust nut that has a minimum 3mm hole through one end that will allow the fitting of an engine seal/tag. The nut must not be able to turn or be removed once fitted with a seal. **As per rule 1.30.10 of the 2011 AKA Manual,** a) All engines must have provision for sealing in accordance with rule 1.30.10) AKA bar coded engine seals and chassis tags to be supplied, fitted and recorded by officials of the meeting prior to commencement of competition. c) It is the competitors responsibility to check their engine seals and chassis tags for loss or damage prior to leaving the in grid / scales area after each event. d) Competitor shall be deemed not to have fulfilled their duty to manage their seals / tags should there be a loss or damage to after leaving the in-grid / scales area after each event, or failure to produce the correct seals / tags when requested.

## **CONTROLLED FUEL:**

CIK Competitors are reminded of the rules in relation to fuel as per the AKA rule book – PULP is the only fuel permitted.

## **TIMING:**

Timing for this race meeting will be undertaken using an AMB TRANX 160 Transponder in conjunction with either the AMB Orbits System or the AKA CMS System. It will be compulsory for all competitors to affix an AMB TranX160 transponder to their karts in a working condition from **Friday** morning of all events.

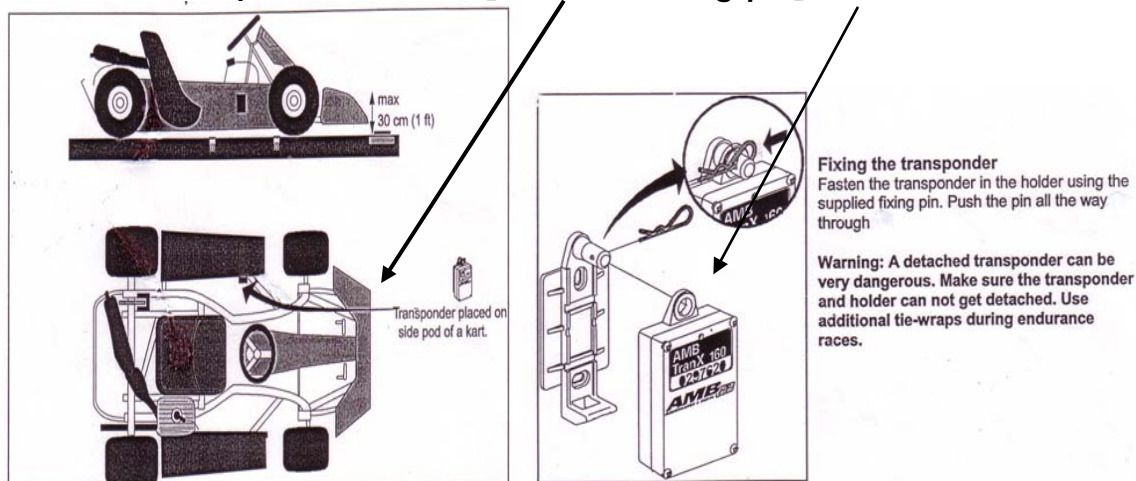
It is the competitor's responsibility to ensure that their "transponder identification number" has been correctly entered on their race entry form and confirmed with the appropriate race meeting officials at race entry confirmation.

As per rule 16.05(b) of the 2011 AKA Manual, Competitors will be responsible at all times for the correct fitting (rule 25.30), maintenance and operation of the transponder in all sections of events contested. Competitors who fail to comply with this rule will be automatically excluded from the section of the event to which the offence relates, unless rule 16.05 (d) applies, or, the fault is with the Organisers' of the event. Action will be taken by the issue of a Penalty Notification Form which will be issued without an Officials Hearing and signed by at least one Steward and the Chief Timing Officer (Judge of Fact).

## **TRANSPONDER FITTING INSTRUCTIONS:**

As per rule 25.30 AMB TranX transponders must be mounted in an appropriate bracket on the side pod of the kart in a vertical position, no more than 30cm above the track surface and not less than 30cm behind the king pin line of the front of the kart. There must be no metal or carbon fibre between the bottom of the transponder and the track surface. It is permissible to use additional cable ties to secure the transponder.

**Location of transponder bracket, [30cm from king-pin].** Fix the bracket



Transponders must be fitted facing the driver, on the left hand side pod, 30cm from the king pin as shown above. No steel or carbon Fibre to be beneath transponder

## **TYRE POOLING/IMPOUNDING:**

KF3 – Competitors may only ever have four race tires in their possession at any one time. The remaining Front and Rear tire will be held by Dunlop and shall only be issued by exchanging one of their allocated tyres.

KF1/KZ2 – Set one and Set two will be issued as per the time table posted on the notice board at each event.

Clarifications on this will be issued during driver's briefings.

Tyre Impounding may be utilized at this event – competitors will be notified on the Friday preceding the event.

## **CLUTCH CHECK:**

Please be advised that clutch engagement will be checked and enforced at this meeting.

### **RACE NUMBERS:**

Identifying numbers shall be displayed so they are clearly legible and shall be maintained in this condition throughout any event in which the kart is competing. Identifying numbers shall be restricted to either one or two digit numbers. The number 0,00 or any number preceded by 0 (e.g 05) is not allowed.

The Race Secretary reserves the right to allocate / change race numbers at the event as per rule 25.13.2. The Race Secretary's decision in this matter will be final. Number 1 will be reserved for current National Champions in each class.

As per rule 25.13 of the 2011 AKA Manual, (i) Front and rear numbers must be a minimum of 130 mm high and 20 mm wide and conform to the text font - as per sample diagram below. They must be spaced a minimum of 15 mm apart and have a minimum 15 mm border of the approved background color around the number. For double digit numbers the background color must be one piece.

(ii) Side pod numbers must be a minimum of 100 mm high and 15 mm wide and conform to the text font – as per sample diagram below. They must be spaced a minimum 15 mm apart and be a minimum of 15 mm of the approved background color around the number. For double digit numbers the background color must be one piece. Side numbers are required to be mounted on both sides of the kart, and shall be on the outside of the side pods. Lap scorers decision re legibility is final.

### **VEHICLE / TRAILER ACCESS:**

No vehicles (excluding transporters and trailers) will be permitted in the Pit area during practice & racing. Limited trade areas will be made available to Traders on application at the discretion/ approval of the host club.

### **SECURITY:**

Security will be provided on Thursday, Friday and Saturday nights only.

### **PIT AREA CONTROLS:**

Marking out of pit spaces/area is NOT permitted  
Any found will be removed

No smoking or welding allowed in the pit areas. No dumping of Fuel on site. No dumping of tyres on site. Scooters, skateboards and pushbikes not allowed in pit area or on the grid. (Disabled excluded)  
No motorized scooters allowed at the track. (Disabled excluded)

### **PIT CREW ATTIRE:**

Pit crew shall be required to wear suitable attire, including "covered in" shoes, and observe any other requirements on protective clothing in these rules. This is to be the driver's responsibility – Refer R1 .05. Entry to the circuit proper during practice & between racing will be allowed at the direction of the clerk of the course, all persons must wear appropriate hi visual attire, minimum vest. Pit crew & competitors must supply their own vests.

### **TIMETABLE:**

A detailed timetable will be available on the day.

### **PARC FERME ACCESS:**

Specific opening and closing times will control access to Parc Ferme. These times shall be detailed in the timetable which will be available on the day.

**Track will be closed for practice to all competitors & their equipment on the preceding Monday, Tuesday, Wednesday and Thursday of the event**

**Competitors** are reminded of Article 13/Chapter 50 of the 2011 AKA rule book in particular "Race numbers and sponsors stickers are required to be in place for the competition".

**Presentation:** At the completion of each **class final**, trophies will be presented to 1st, 2<sup>nd</sup>, and 3rd places. A listing of provisional winners will be posted at the completion of each final, as per rule 1.26(c) of the 2011 AKA Manual.

**Note:** The trophy presentation preceding each final will be the only presentation of trophies for each class: As placings will still be provisional, trophies presented will be a generic set of trophies, to be handed back after each presentation. The actual class trophies may be collected from an official in the club canteen area after all engine checking and any steward's hearings are cleared for that class. Time frame for collection of trophies will be approximately one hour after the completion of the final of that class.

**PLEASE NOTE:**

- **No parking of motor vehicles permitted in the pit area.**
- **Cars/trailers incorrectly parked maybe excluded from the meeting**
- **Smoking or welding is not allowed in the pit areas.**
- **Dumping of Fuel is only permitted into Drums provided.**
- **Animals are not allowed.**
- **Riding of scooters or bikes is not permitted.**
- **Camping is not permitted.**
- **A clear visor maybe required for twilight/dull conditions**

These Supplementary Regulations must be read in conjunction with the 2011 AKA Manual and published Amendments.

## **SERIES POINTS:**

The CIK Stars of Karting Series Pro categories shall be determined by the following points system.

### Participation Points

- 5 Points awarded for participating in official practice
- 10 pts awarded recording a time in the timed qualifying session
- 5 pts awarded to the fastest qualifier after the top 5 shootout
- 4 pts awarded to the second fastest qualifier after the top 5 shootout
- 3 pts awarded to the third fastest qualifier after the top 5 shootout
- 2 pts awarded to the fourth fastest qualifier after the top 5 shootout
- 1 pts awarded to the fifth fastest qualifier after the top 5 shootout

- 5 pts awarded by completing 75% of the laps in heat 1 unless excluded
- 5 pts awarded by completing 75% of the laps in heat 2 unless excluded
- 5 pts awarded by completing 75% of the laps in heat 3 unless excluded

Championship points for the first final are only available to entrants who receive the start signal in the first final.

### **Yamaha Challenge Series Points**

#### Participation Points

- 5 Points awarded for participating in official practice
- 10 pts awarded for recording a time in the timed qualifying session
- 5 pts awarded by completing 75% of the laps in heat 1 unless excluded
- 5 pts awarded by completing 75% of the laps in heat 2 unless excluded
- 5 pts awarded by completing 75% of the laps in heat 3 unless excluded

Championship points for the pre final are only available to entrants who receive the start signal in the pre final.

The Yamaha Challenge shall be decided using the following points system.

#### Points for Placing in the pre-final and final

First	25 points
Second	20 points
Third	18 points
Fourth	16 points
Fifth	14 points
Sixth	12 points
Seventh	11 points
Eighth	10 points
Ninth	9 points
Tenth	8 points
Eleventh	7 points
Twelfth	6 points
Thirteenth	5 points
Fourteenth	4 points
Fifteenth	3 points
Sixteenth	2 points
Seventeenth	1 point