



Rnd 1 AUSTRALIAN SPRINT KART CHAMPIONSHIPS for CIK Classes- 2010

Proudly presented by the Australian Karting Association in conjunction with the Australian Karting Association of NSW and the Rnd 1 host club Newcastle Kart Racing Club.

Saturday 6th March 2010
Sunday 7th March 2010

To be held at
Newcastle Kart Racing Club
Corner of Cameron Park Drive & George Booth Drive
CAMERON PARK NSW 2285

Proudly Supported by



AUSTRALIAN KARTING ASSOCIATION SUPPLEMENTARY REGULATIONS

AUTHORITY:

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

Permit Number: **AKACIK1/2010**

Australian Karting Association in conjunction with the Australian Karting Association of NSW and the host club, Newcastle Kart Racing Club.

Date & Place of Meeting:	6 th /7 th March 2010
Track Direction:	Anti-Clockwise
Track capacity:	40
Track length:	1056m

OFFICIALS OF THE MEETING:

CLERK OF COURSE:	Chris Robinson
1st ASSISTANT CLERK OF COURSE:	Phil Naughton
2nd ASSISTANT CLERK OF COURSE:	
CHIEF STEWARD:	Judy Preen
STEWARDS:	Trish Maastricht, Howard Whitehouse
NOISE CONTROL MARSHALL:	Ross Lindgren
RACE SECRETARY:	NKRC Club Members
STARTER:	Peter Kennedy
GRID MARSHALLS:	Kim Sinclair
ANNOUNCER:	
CHIEF TIME/LAP KEEPER	Tony D'Annibale
SCALE MARSHALL:	NKRC Club Members
FUEL TESTER:	Les Allen, Josh Tomlins
CIK TECHNICAL OFFICER:	Richard Erdman
TECHNICAL OFFICERS:	Les Allen & Assist
CHIEF SCRUTINEER: SCRUTINEERS:	Les Allen, Josh Tomlins
TYRE DISTRIBUTORS:	Nil
CHIEF TYRE SCRUTINEER:	NKRC Club Members
JUDGES OF FACT:	Rule 4.17
PIT SPOT CO-ORDINATORS:	Mitchell Tate, Errol Hancock, Ross Lindgren
FLAG MARSHALLS:	Sydney Flag Marshals
FIRST AID:	Paramedical Services

CLASSES TO COMPETE:

Kart Formula 1:	167kg
Kart Formula 3:	145kg
Kart Z 2:	180kg
East Coast Title Clubman:	150kg
East Coast Junior National:	130kg
TaG Restricted 125:	170kg

ENTRY FEE:

The Fee for Entry will be \$190.00incl gst for the CIK categories including GST and Friday practice fees.
The Fee for Entry will be \$150.00incl gst for the East Coast Title categories including GST and Friday practice fees.
The Fee for Entry will be \$150.00incl gst for the TaG Restricted 125 category including GST and Friday practice fees.

ENTRIES TO:

Entry Coordinator:Postal entries to

The Secretary
Newcastle Kart Racing Club
P.O.Box 461 Cardiff 2285 NSW
or
Fax entries with credit card details to (02) 49 551 737

Cheque's & money orders to be made out to Newcastle Kart Racing Club

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

Entry Forms available on AKA website www.karting.net.au

No cash to be sent through mail. Credit card payments will incur an extra \$4.00 fee.

Refusal or acceptance of entry as per Rule 19.05

Entries will only be eligible for refunds if entry is canceled in writing before Close of Entries, or if classes are cancelled as per rule 20.12(d)

CLOSE OF ENTRIES:

All entries must be received by 4pm on Friday the 26th February 2010.

Mail entries close postmarked up to and including Friday 26th February 2010.

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.

East Coast Title 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. (Rule 20.12d)

FORMAT OF RACING:

UNDER-SUBSCRIBED CLASSES CIK Classes (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 15 laps.

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

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 25 laps.

Please refer to Chapter 50 2010 AKA rule book for points system.

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

This round is not a State Championship for CIK Classes.

UNDER-SUBSCRIBED 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 10 laps.

b) **Pre-Final:** Lowest points from the heats to Grid One, and so on, to be run over a distance of 12 laps.

c) **Final 2:** The finishing order from the pre-final will determine the starting positions for the final, which will be run over a distance of 15 laps.

Please refer to Chapter 50 2010 AKA rule book for points system.

(i) OVER-SUBSCRIBED CLASSES: (2 x timed qualifying, 3 Heats & Final)

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.

(2) Separate into 2 equal groups (or 3 if required), (up to track capacity) in race number order – (lowest to highest) for 1st qualifying session for each group.

(3) 2nd Qualifying session in reverse order (highest to lowest) for each group. (4) Best time from two timed qualifying sessions to be used to sort into qualifying order. (5) After qualifying, drivers will be split into 4 groups, A, B, C, or D. ie. Fastest qualifier to group

A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group D, 5th fastest to group A, 6th fastest to group B, etc until all drivers are allocated a group. Each group will race against each other group over three heats. Fastest qualifier (A group) will race from pole position in the 3 heats, 2nd fastest qualifier (1st in B group) will race from pole position in 2 heats, 3rd fastest qualifier (1st in C group) will race from pole position in 1 heat.

(6) Points are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc. (7) Non finishers to be allocated points based on their position at the last completed lap. (8) Non starters to be allocated points in qualifying order behind all starters. (9) **Heat 1a** - Group A v's D (grid as per qualifying order, A's grids 1, 3, 5, 7, etc,

D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps) (10) **Heat 1b** – Group B v's C (grid as per qualifying order, B's grids 1, 3, 5, 7, etc,

C's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps) (11) **Heat 2a** – Group A v's C (grid as per qualifying order, A's grids 1, 3, 5, 7, etc,

C's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps) (12) **Heat 2b** - Group B v's D (grid as per qualifying order, B's grids 1, 3, 5, 7, etc,

D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps) (13) **Heat 3a** – Group A v's B (grid as per qualifying order, A's grids 1, 3, 5, 7, etc,

B's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps) (14) **Heat 3b** – Group C v's D (grid as per qualifying order, C's grids 1, 3, 5, 7, etc,

D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms. (7 laps)

(15) Grid positions for Final are based on the points gained during the 3 Heats. Driver with the lowest points to grid 1, next to grid 2 and so on up to track capacity, compete in the Final. Drivers with equal points up to track capacity, grid positions will be determined by best qualifying time.

(16) **Final** only counts, to be run over a minimum distance of 16kms. (16 laps) (17)

All competitors must register a qualifying time and compete in 2 heats to be eligible for a grid position in the Final.

Note: Drivers excluded during qualifying will be allocated the slowest time plus 1 second or as determined by the officials.

Drivers disqualified during any race will be allocated points penalties as determined by the officials.

MECHANICAL BREAKDOWN LANE will be in use at this meeting.

KART RETREIVAL:

Pit Crew with trolley's will NOT be given access to the circuit during qualifying and racing. Retrieval is at the direction of the Clerk of Course. Karts can be retrieved via access through the five gates around the circuit.

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, postpone, or cancel any event(s), subject to R19.02, R11.09.

INSURANCE:

Has been affected for this Meeting in accordance with Chapter 3. of the 2010 AKA Manual

PARC FERME, IN & OUT GRID ENTRY:

From Friday 5th March 2010, entry to the out-grid will be restricted to ONE pit crew per driver for all classes. All nominated pit crew entering the "In-Grid or Out- Grid" areas must have on display at all times a current Pit Crew Photo ID as per 11.06. Entry to the In-Grid or Out-Grid areas will be denied if the correct pass is not displayed.

NOISE LEVELS

Maximum Noise levels shall be in accordance with Chapter 24.

CONTROLLED FUEL:

Competitors are reminded of the rules in relation to fuel as per the AKA rule book.

SCRUTINEERING:

Scrutineering for this race meeting will be as per rule 12.01 of the 2010 AKA Manual. As per rule 19.10(1), 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 6th March, 2010, 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 19.33.9 of the 2010 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 19.33.10 of the 2010 AKA Manual,** a) All engines must have provision for sealing in accordance with rule 19.33.9 b) 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.

TIMING:

Timing for this race meeting will be undertaken using an AMB TRANX 160 Transponder in conjunction with the AMB Orbits System. It will be compulsory for all competitors to affix an AMB TranX160 transponder fitted to their karts for the purposes of lap timing and / or lap scoring recording in all qualifying sessions and racing.. Personal transponders are preferred however if you don't own one yet a transponder will be supplied to you by the organizing

club.

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 19.17(b) of the 2010 AKA Manual, Competitors will be responsible at all times for the correct fitting (rule 25.30), maintenance and performance 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 19.17 (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).

If a loan transponder is lost or damaged payment of cost +10% will be charged and must be paid before leaving the track.

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.

TYRE POOLING:

Not in effect for 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 19.28. 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 2010 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 not be provided.

PIT AREA CONTROLS:

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 motorised 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 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 & new vests can be purchased for the canteen. Smoking & consuming alcohol is strictly forbidden, from the commencement of the permit until the expiration of the permit, at the complex.

PROPOSED TIMETABLE:

Track will be Closed for practice to all competitors & their equipment on Monday 1st, Tuesday 2nd, Wednesday 3rd & Thursday 4th March 2010

Friday 5th March 2010:

Driver Registration: Friday 3.00pm – 4.30pm

Scrutineering: Friday 4.00pm – 5.00pm

9:00	9:45	Media Call where applicable		
11:00	11:15	Practice 1	15 Minutes	Pro Junior(KF3)
11:20	11:35	Practice 1	15 Minutes	Pro Gearbox(KZ2)
11:40	11:55	Practice 1	15 Minutes	Pro Light(KF1)
12:00	12:06	Practice 1	6 Minutes	Club class
12:10	12:16	Practice 1	6 Minutes	Junior National
12:20	12:26	Practice 1	6 Minutes	Clubman
12:30	12:38	Practice 2	8 Minutes	Pro Junior(KF3)
12:40	12:48	Practice 2	8 Minutes	Pro Gearbox(KZ2)
12:50	12:58	Practice 2	8 Minutes	Pro Light(KF1)
13:00	13:06	Practice 2	6 Minutes	Club class
13:10	13:16	Practice 2	6 Minutes	Junior National
13:20	13:26	Practice 2	6 Minutes	Clubman
13:30	13:38	Practice 3	8 Minutes	Pro Junior(KF3)
13:40	13:48	Practice 3	8 Minutes	Pro Gearbox(KZ2)
13:50	13:58	Practice 3	8 Minutes	Pro Light(KF1)
14:00	14:06	Practice 3	6 Minutes	Club class
14:10	14:16	Practice 3	6 Minutes	Junior National
14:20	14:26	Practice 3	6 Minutes	Clubman
14:30	14:38	Practice 4	8 Minutes	Pro Junior(KF3)
14:40	14:48	Practice 4	8 Minutes	Pro Gearbox(KZ2)
14:50	14:58	Practice 4	8 Minutes	Pro Light(KF1)
15:00	15:06	Practice 4	6 Minutes	Club class
15:10	15:16	Practice 4	6 Minutes	Junior National
15:20	15:26	Practice 4	6 Minutes	Clubman
15:30	15:48	Practice 5	8 Minutes	Pro Junior(KF3)
15:40	15:48	Practice 5	8 Minutes	Pro Gearbox(KZ2)
15:50	15:58	Practice 5	8 Minutes	Pro Light(KF1)
16:00	16:06	Practice 5	6 Minutes	Club class
16:10	16:16	Practice 5	6 Minutes	Junior National
16:20	16:26	Practice 5	6 Minutes	Clubman
17:15	18:00	Series Meeting <i>*compulsory</i>		Pro Drivers
19:30		Series Dinner <i>*not compulsory</i>		All Drivers

Saturday 6th March 2010

Gates Open: 6.30am

Confirmation entry/scrutineering: 7.00am – 7.30am

Carby Session: 8.00am – 8.30am (4 minutes per class)

Drivers Briefing: 8.35am – 8.50am

Timed Qualifying: 9.00am

A detailed timetable will be available on the day.

Sunday 7th March 2010

Gates Open: 7.00am

Carby Session: 8.00am – 8.30am (4 minutes per class)

Drivers Briefing: 8.35am – 8.50am

Racing: 9.00am

A detailed timetable will be available on the day.

Presentation: At the completion of each **class final**, trophies will be presented to 1st, 2nd , 3rd, 4th & 5th places and the Fastest Qualifier. A listing of provisional winners will be posted at the completion of each final, as per rule 11.10(c) of the 2010 AKA Manual.

6.30am 8.00am to completion

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.

SERIES POINTS:

The Australian Championships for CIK Classes shall be determined by the points system as detailed in Chapter 50 of the 2010 AKA rule book.

The East Coast titles 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

Participation points

5 Points awarded for participating in official practice

5 pts awarded recording a time in each individual timed practice session unless excluded.

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