



AUSTRALIAN STARS of KARTING SERIES 2012

- Rnd 1 - Southern Go Kart Club SA 24th/25th/26th February 2012
Rnd 2 - Newcastle Kart Club 20th/21st/22nd April 2012
Rnd 3 - Ipswich Kart Club 15th/16th/17th June 2012
Rnd 4 - North Shore Kart Club 27th/28th/29th July 2012
Rnd 5 - Go Kart Club of Victoria 21st/22nd/23rd September 2012

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: AKACIK05/2012

ORGANISERS:

Australian Karting Association in conjunction with the relevant State 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:	Mark Horsley
ASSISTANT CLERK OF COURSE	As issued by Addendum
CHIEF STEWARD:	Chris Robinson
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	Nicholas Rudzinski
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:	As issued by Addendum
FLAG MARSHALLS:	As issued by Addendum
FIRST AID:	As issued by Addendum

CLASSES TO COMPETE:

Kart Formula 1: 163kg Rnd 1, 3, 4 and 5 will be State Championship events
Kart Formula 3: 145kg Rnd 1, 3, 4 and 5 will be State Championship events
Kart Z 2: 180kg Rnd 1, 3, 4 and 5 will be State Championship events

Yamaha Challenge Clubman: 150kg
Yamaha Challenge Junior National: 130kg
Leopard Challenge: 160kg/180kg

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 \$230.00 inc GST for the CIK categories

The Fee for Entry will be \$180.00 incl GST for the Yamaha and Leopard Challenge categories

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

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.

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.

Leopard Challenge A, B, Grade current AKA License.

No competitor may compete in the CIK Categories as well as the Challenge classes.

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.

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

The driver who finishes first in the first final at the relevant rounds shall determine the state champions.

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.

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

The driver who finishes first in the first final at the relevant rounds shall determine the state champions.

Yamaha/Leopard 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.

Final only counts.

Points System Point Score System for Heats:

1st - 0 Points

2nd - 2 Points

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.

ABANDONMENT OR POSTPONEMENT:

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

INSURANCE:

Has been effected for this Meeting in accordance with Chapter 3 of the 2012 AKA Manual

PARC FERME , IN & OUT GRID ENTRY:

Refer Article 13 and 14 of the 2012 Championship regulations.

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 2012 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, 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 2012 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 2012 AKA Manual,**

- a) All engines must have provision for sealing in accordance with rule 1.30.10
- 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.

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 2012 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).

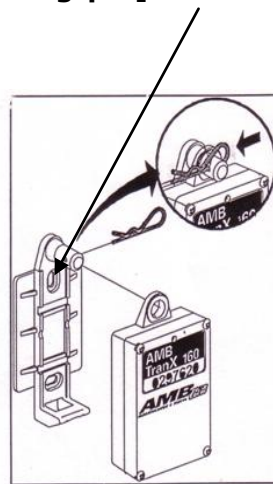
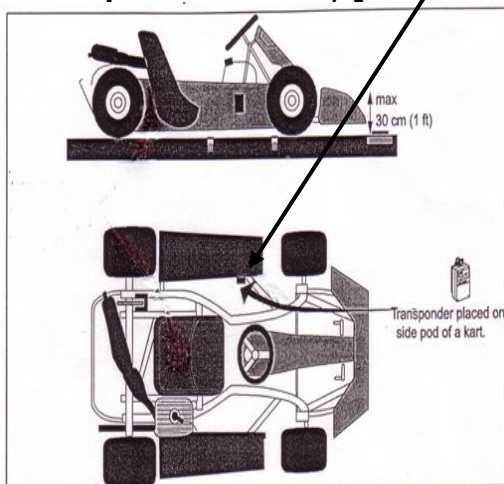
TRANSPONDERS:

Each competitor must have a transponder as per rule 16.05(a). Transponders must be fitted as per **the Transponder Fitting Instructions below**. 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.

TRANSPONDER FITTING INSTRUCTIONS:

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



Fixing the transponder
Fasten the transponder in the holder using the supplied fixing pin. Push the pin all the way through

Warning: A detached transponder can be very dangerous. Make sure the transponder and holder can not get detached. Use additional tie-wraps during endurance races.

Vertically

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 these meetings.

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 proceeded by 0 (e.g 05) is not allowed.

The Series Organisers reserve 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 2012 AKA Manual, 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. 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.

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 shall be closed to all CIK competitors equipment for two weeks prior to the event e.g. from the Sat morning 14 days prior to the Sat of the event and the track shall be closed to all competitors & their equipment on the preceding Monday, Tuesday, Wednesday and Thursday of the event. The only exception to this shall be as authorized by the IKC for the purpose of promotion only.

Presentation: At the completion of each **class final**, trophies will be presented to 1st, 2nd, 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 2012 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 2012 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 warm up on Saturday and Sunday
- 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

Heat Races

- | | | |
|-----------------------------------|------------------------------------|-----------------------------------|
| 1 st Place - 20 Points | 8 th Place - 13 points | 15 th Place - 6 points |
| 2 nd Place - 19 points | 9 th Place - 12 points | 16 th Place - 5 points |
| 3 rd Place - 18 points | 10 th Place - 11 points | 17 th Place - 4 points |
| 4 th Place - 17 points | 11 th Place - 10 points | 18 th Place - 3 points |
| 5 th Place - 16 points | 12 th Place - 9 points | 19 th Place - 2 points |
| 6 th Place - 15 points | 13 th Place - 8 points | 20 th Place - 1 point |
| 7 th Place - 14 points | 14 th Place - 7 points | |

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

- | | | |
|-----------------------------------|------------------------------------|-----------------------------------|
| FINALS (each race) | 9 th Place - 17 points | 18 th Place - 8 points |
| 1 st Place - 30 points | 10 th Place - 16 points | 19 th Place - 7 points |
| 2 nd Place - 27 points | 11 th Place - 15 points | 20 th Place - 6 points |
| 3 rd Place - 25 points | 12 th Place - 14 points | 21 st Place - 5 points |
| 4 th Place - 23 points | 13 th Place - 13 points | 22 nd Place - 4 points |
| 5 th Place - 21 points | 14 th Place - 12 points | 23 rd Place - 3 points |
| 6 th Place - 20 points | 15 th Place - 11 points | 24 th Place - 2 points |
| 7 th Place - 19 points | 16 th Place - 10 points | 25 th Place - 1 point |
| 8 th Place - 18 points | 17 th Place - 9 points | |

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