



AUSTRALIAN STARS of KARTING SERIES 2013

- Rnd 1 - Ipswich Kart Club 22nd/23rd/24th February 2013
Rnd 2 - Southern Go Kart Club SA 26th/27th/28th April 2013
Rnd 3 - Geelong Kart Club 14th/15th/16th June 2013
Rnd 4 - NSW 26th/27th/28th July 2013
Rnd 5 - Go Kart Club of Victoria 20th/21st/22nd September 2013

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: **AKACIK06/2013**

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:	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:	TBA
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

TAG Light: as per Chapter 40
TAG Heavy: as per Chapter 40
Restricted 125 Light and Heavy: as per Chapter 37 160kg/180kg
Rookies: 105kg

KF1, KF3, KZ2, Tag Light and Heavy will be State Championship Classes.
Tag Light and Heavy entries will be limited to 100% of track capacity.
Restricted 125 Light and Heavy will be combined on the track and limited to 50% of track capacity in each class. Remaining entries will go onto a reserve list. They will run on the track at the same time and will start where they qualify for each race be it based on times, results or points.
Rookies will be limited to 100% of track capacity.

ENTRY FEE:

For CIK competitors wishing to enter all 5 rounds of the series up front the entry fee will be \$1050 Inc GST. 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 \$170.00 inc GST for the TAG Light and TAG Heavy Classes

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.

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 compatible 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.

All other licences must conform to there relevant regulations in the AKA rule book for 2013
No competitor may compete in the CIK Categories as well as the other classes at each event.

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 6 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 the Australian Based CIK Championship Regulations on the AKA website for the points system.

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.

Please refer to the Australian Based CIK Championship Regulations on the AKA website for the points system.

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.

TAG Light and Heavy (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.

The winner of the state Championship will be the winner of the final.

Restricted 125 Light/Heavy (1 x timed qualifying, 2 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

Rookies (1 x timed qualifying, 2 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 14 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 18kms.

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.

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 2013 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 as detailed in the timetable. 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 2013 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 2013 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 2013 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 compatible Transponder in conjunction with the AKA CMS System. It will be compulsory for all competitors to affix an AMB compatible transponder to their karts in a working condition from **Friday** morning of all events.

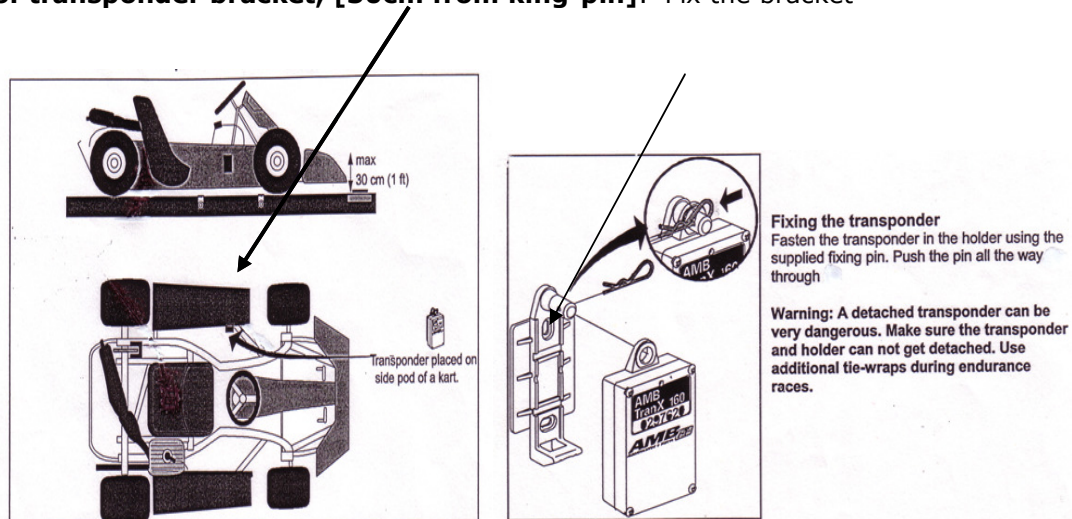
It is the competitor's responsibility to ensure that their "transponder identification number" has been correctly entered on their race entry form and confirmed with the appropriate race meeting officials at race entry confirmation.

As per rule 16.05(b) of the 2013 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:

AMB compatible transponders must be mounted in accordance with rule 25.30 of the AKA rule book.

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



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 2013 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 in the AKA rule book.

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 in the AKA rule book. 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 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 2013 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 2013 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

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

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

FINALS (each race)

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