



Australian Based CIK Championship Regulations

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DOCUMENT UPDATE SCHEDULE

It is certified that the updates listed below have been approved by the Australian Karting Association and have been incorporated into the document under the relevant rule numbers.

UPDATE NUMBER	DESCRIPTION	UPDATED BY	DATE
1	Incorporated 2012 Changes – Approved by NKC Postal vote PV2012 - 01	Craig Denton	16-1-2012

Championship Regulations

Australian Championships for CIK Classes

Article – 1

The Australian Karting Association will organise an Australian Championship for drivers in CIK Classes KF1, KF3 and KZ2. These rules are formulated for the CIK classes to compete within a National Championship under rules similar to International competition. Rules specific to the Championships for the CIK classes are contained in these Championship Regulations. Where the Championship rules are in conflict, or otherwise, with the National Competition Rules of the AKA, the Championship rule shall take precedence over any similar rule found in the National Competition Rules. The International Karting Committee may modify these rules, from time to time.

These Championship Regulations do not apply to any competition other than CIK classes at rounds of their Australian Championships.

The Championship is being conducted with the following objectives:

- [a] To conduct a National championship series that provides competitors with experience for International competition in the CIK classes.
- [b] To be a vehicle to promote the CIK classes, and international karting competition, on a National basis.
- [c] The Championship should be viewed as the pre-eminent karting competition within Australia second only to the CIK/FIA Oceania Championships.
- [d] The conduct of the Championship events within the race meetings should be the benchmark for quality in karting administration, promotion and operation of race meetings. In achieving this it is hoped to improve the experience, attitude and standard of karting officials on a national basis.
- [e] The Championships should be commercially attractive to sponsors.

In this document, 'organiser', 'organisers', 'organising body' and 'promoter' mean the AKA/IKC unless the NKC on recommendation of the IKC approve otherwise.

Article 2 – Events

The Championship will be contested over five rounds in each of the states of Queensland, Victoria, South Australia and New South Wales. The classification of the Australian Championship will be established through the results obtained by the Drivers in all rounds of the Australian Championships. All rounds will be open to authorised drivers holding the appropriate International or National Licence. (See Article 9).

Round venues shall be published on the AKA website.

Article 3 – Organisation

The events will be conducted under the International Sporting Code of the FIA, the National Competition Rules of The Australian Karting Association, these Championship Regulations for the Australian Championships for the CIK Classes and such supplementary regulations, further addendum's and bulletins as may be issued by, or in conjunction with, the organising body of each race meeting.

The organisers reserve the right to issue Supplementary Regulations and/or instructions to entrants and/or drivers and these shall be of the same effect as these regulations.

Article 4

All the concerned parties: officials, promoters, entrants and drivers may only participate in the Australian Championships for CIK Classes on the condition that they respect all texts and documents which govern it. Competitors in the CIK Classes may only compete in the CIK categories at the Stars of Karting Events.

Article 5

The right to associate the name of a commercial company, organiser or brand with the Australian Championship for CIK Classes is exclusively reserved for the series organiser, the Australian Karting Association.

Article 6 – Additional Classes

The IKC is the promoter of the Championship series and of each round of the series and shall determine the additional classes to compete.

Article 7 – Registration

Entry in the Championships point score will be by registration only. All entrants at all rounds are required to register. The Championship encourages drivers to compete in all rounds, however registration after the first round will be accepted. Championship points are allocated to individual drivers and are not transferable between drivers. Registration for the Championships will open on the 1st January. When registering, competitors will nominate a preferred race number (one or two digits only), which they shall retain for all rounds of the Championship. Numbers 1, 2 and 3 will be reserved for distribution by the AKA / IKC.

Article 8 – Fees

There is no fee to register for the championship. Competitors will pay an entry fee per round.

Article 9 – Eligible Competitors

The championship events are restricted to drivers holding, at the time of competition, the appropriate licence for that class and the endorsement of a licensed team. Eligible Licences are:

- International B grade licence
- AKA A grade licence
- AKA A grade Provisional via R13.21
- New Zealand A grade.

Article 10 – Entries

Details shall be made available via the supplementary regulations for each round of the championship.

Article 11 – Circuits and Practice

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. The track will be closed to karts after last race on Saturday. The only variance to these times will be stated in the Supplementary Regulations if so required.

Article 12 – Parc Ferme

The area of Parc Ferme includes, but is not limited to, the in and out grids, the weigh scales, the mechanical breakdown lane, the full track area with the safety fence and such other areas nominated in the supplementary regulations or notified by addendum or bulletin. Only persons with correct passes may enter parc ferme as per the official timetable. Controls are in place as to the nature of equipment and materials that may be brought into parc ferme. These controls are communicated by the event regulations and will be interpreted and enforced by the responsible parc ferme officials.

Article 13 – 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. 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.

Article 14 – Grid Procedure

One (1) minute before the out grid opens all pit crew (KZ exempt) must move away from the kart. All karts must be able to start by their own means. If a kart does not start and leave the grid when directed it must wait for the entire field to pass by then you have two minutes to exit the out grid. When joining the formation lap/laps you must join at the rear of the field.

Article 15 – Scrutineering

Administrative checking and scrutineering will take place as nominated in the supplementary regulations. All karts must be presented at scrutineering before participating in official practice. All engines must be entered on the technical passport prior to timed practice. At Technical passport inspection, each driver must present the equipment listed on the technical passport issued and it will be checked, marked and sealed in such a way as to be identifiable at any moment during the race. The entrant is required to have completed the Technical Passport. Race numbers and sponsors stickers are required to be in place for the competition. The placement of official sponsor's stickers on the bodywork of competing karts is compulsory when so advised.

Article 16 – Driver's Briefing

Driver's briefing will take place at a location and time to be nominated in the additional supplementary regulations or as announced on the events public address prior to the meeting. It is compulsory for the driver to attend all drivers briefings. Drivers who fail to attend a briefing or sign the attendance sheet will be referred to the stewards for penalty.

Article 17 – Telemetry and Data Logging

The use and/or fitting of telemetric equipment is prohibited during official practice and racing. The use of data logging equipment is permitted during official practice and racing. The AKA may require the fitment of technical equipment for the purpose of data logging to ensure the conformity of the clutch.

Article 18 – Medical

As per Rule 3.26 of the AKA Manual.

Article 19 – Championship Officials

Series Officials: Series Chief Steward / Clerk of Course, Series Co-Ordinator and Chief Scrutineer / Technical Officer.

Article 20 - Judges of Fact

The judges of fact at each round are the starter, chief scrutineer, weigh marshal, chief lap scorer, grid marshal, noise marshal and chief timing officer. The grid marshal shall be the judge of fact from the time of calling the entrants to the out grid until all of the competitors are under their own power on the track. All karts are under starting orders from the moment they leave the grid gate to the start of the race. The Starter shall be the judge of fact while under the starting orders and the Starter will determine competitors who break the start order, impede, delay or unduly affect the start procedure. The Chief Lap scorer shall be the judge of fact as to the number of laps completed and the finishing order of any event. The Weigh Marshal shall be the judge of fact as to the measured weight of any kart and driver at the completion of any event. The Scrutineer/ Technical Officer shall be

the judge of fact as to the technical compliance of any kart. The noise marshal's duties are set out in Chapter 24 of the AKA Manual. The starter shall also be the noise marshal.

Article 21 – Fuel and Lubricants

The CIK classes will not use a control fuel for the Championships. Fuel regulations will be listed in the regulations for each round.

Article 22 – Equipment

Karts (chassis) must comply with either the current Australian Karting Association Technical Regulations or the current CIK/FIA International Karting Regulations and be either CIK homologated or AKA Registered approved and/or homologated, excluding the following rules from Article 2 of the International Regulations; Rule 19 – Noise Rule 26 – Timing Equipment Rule 21 – Fuel Rule 24 – Racing Numbers (Note: Compliance with the CIK/FIA IKR will require the use of homologated equipment and components where referenced.) The name of the driver shall appear in a visible position on the outside of the bodywork. In the interest of promotion of CIK competition and the sport, entrants must present themselves and their equipment in a clean, maintained and professional manner at all times. Number plates will be black numbers on yellow background for seniors and white with black numbers for juniors, except for the current National Champions who may use the green plate with yellow numbers.

Article 23 – Changing of Equipment

Notice of any change of equipment must be notified to the Technical Officer /scrutineer before the start of any race or timed practice. Equipment, as entered on the technical passport, may be used at the entrant's discretion with the approval of the Technical Officer/ scrutineer. The change of chassis, engine or tyres is forbidden during the starting procedure and between the start and finish of any race unless the race is stopped and then declared a wet race.

Article 24 – Chassis

Competitors may register two chassis at each event by entering them on the technical passport. The following conditions apply to the use of these chassis. Only one kart may be taken into the grid area. The second kart may not enter this area. Competitors must make the decision re which kart to use at this time. Changes to the kart may be made up to one minute before the out grid gate is opened, this includes the fitting of wets etc.

Article 25 – Tyres

All tyres will be marked or be barcoded. Technical requirements shall be contained in Technical documents; TDKF1, TDKF3 and TDKZ2. These documents are available from the AKA website at www.karting.net.au

Article 26 – Tyre Pooling

Tyre pooling and impounding may be employed and will be notified in the supplementary regulations.

Article 27 – Timed Qualifying Practice

Timed qualifying will be conducted over a single ten (10) minute session, using the AMB or other CIK/FIA Group approved timing system. It is the drivers responsibility to fit and maintain their transponder as per Rule 16.05 (a) and (b). After the conclusion of this qualifying session, the top five qualifiers will then complete a two (2) lap 'shoot out' to determine the final top 5 grid positions. Grids 6 onwards will remain as per the ten-minute qualifying session. In the event of a tie, the fastest lap/laps will determine position. If no time is recorded for a driver they shall take the start in the heats at the rear of the grid. If several drivers are in that situation their starting positions shall be decided by drawing lots. A competitor who fails to register a qualifying time through the fault of the organisers, must be given a complete timed session. The competitor may fit new tyres (at his/her expense and with the approval of the Stewards) before the re-run of the qualifying session. If a competitor is deemed to be underweight in a session they shall receive a time penalty of the slowest qualifying time for their class plus one second.

Article 28 – Starts

A rolling start shall be given by means of light signals. Should the lights fail, the National flag shall be used. The grid shall be made up of two lines of karts arranged in the order of the best times set during official timed practice, or the order of points obtained in the heats, or in the order of arrival position of the first final.

Article 29 – Rolling Start Procedure

From the moment the starter signals for the karts to be released, the drivers are under "starters orders" and may not receive any outside assistance for repairs or other adjustments to their equipment while on the track. From the moment the start procedure commences, race conditions apply. Wherever a kart is on the track it is forbidden to receive any assistance, other than to remove the kart to a place of safety. A line will be painted 25 m before the start line and it is FORBIDDEN to accelerate before the front row of the grid has crossed this line. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards. If a driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the whole field. He/she shall start again from the back of the formation. Should he/she try to start ahead of the field in the hope that the leading drivers overtake him, he/she would be shown the black flag and be excluded from that race.

A driver who is delayed will have the possibility of regaining his/her grid position only if this manoeuvre does not impede other drivers. In order to regain one's position, it is forbidden to use any course other than the track used

during the Race. If he/she considers that a driver has been immobilised as a result of another driver's mistake, the Clerk of Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position. At the end of the formation lap drivers will approach the start line at slow speed and in two lines.

No lights will be on. No kart may accelerate before crossing the yellow line and before the green light is turned on. If the starter is happy with the formation he/she will give the start by switching on the green light. If he/she is not happy with the formation he/she will switch on the orange light, which means another formation lap must be covered.

Article 30 – On Track Safety

Any obstructive manoeuvre carried out by one or several drivers, with or without common interests, is prohibited. The driver of any kart leaving the race shall signal his/her intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit. It is forbidden to use any route other than the track used for the race to gain/regain a place. Whilst practicing or competing, karts shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify. The track is the portion of the sealed surface between and including the white edge lines. Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as practical so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the officials to assist, but only if this may be done without prejudice to their normal duties. During practice sessions and the race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be exclusion from the race, or the relevant practice session, and such other penalty as the stewards may apply. In no circumstances may a vehicle travel in a direction opposite to that of the event.

Article 31 – Flag Regulations

Blue: (Waved)

A waved Blue Flag / flashing light signifies that you are about to be overlapped by one or more competitors. On receiving this flag / light, you must continue with your race and hold your normal race line, but allow any overlapping kart /s to pass unimpeded. Failure to obey this rule will result in the Blue and Red Double Diagonal flag being shown, under direction from the Clerk of Course / Stewards, as per rule 15.13.

Blue and Red Double Diagonal:

This flag, together with an appropriate board showing the kart number, will be displayed to a competitor who has been overlapped and has failed to comply with rule 15.10 (waved blue flag). On receiving this flag, the competitor must stop racing, move off the racing line so as not to impede the progress of any other competitors and return to the in-grid prior to completion of their next lap. Approaching the in-grid, the driver of the lapped kart must raise one hand to clearly signal to following competitors that he/she is leaving the circuit.

Competitors who obey this flag will be classed as finishers and awarded a finishing position in the race. Competitors who fail to obey this flag will be shown the black flag, together with an appropriate board showing their kart number signaling them to immediately cease racing and return safely to the in-grid without impeding another competitor, and report immediately to the Clerk of Course or assistants. These competitors will be penalized with exclusion from that section of the event by way of a Penalty Notification Form, and possible further penalty. There shall be no appeal against this decision or penalty.

Article 32 – Mechanical Breakdown Lane

- (1) It shall be permissible for a kart to drive to this area for repairs during practice, roll-up laps and racing and to rejoin the race/practice, under the instruction of the grid marshal. The drivers may receive assistance for repairs and restarting while in the breakdown lane. This area may be subject to parc ferme control and karts will be restricted in their speed in the breakdown lane.
- (2) When a kart returns to the breakdown lane for mechanical repairs, during the start procedure it may rejoin the race even after the start is given. The kart may only re-enter the race with safety and under the given direction of the grid marshal. Where the start line extends across exit from the breakdown lane, a kart that has come under starters orders, may start (commence their first lap) in the breakdown lane.
- (3) Stopping in the deceleration lane is strictly forbidden.
- (4) The breakdown lane cannot be used during an event unless specified in the supplementary regulations.

Article 33 – Restarting

Will be detailed at drivers briefing.

Article 34 – Stopping the Race

If deemed necessary to stop the race due to an accident, circuit blockage or because of weather conditions or other conditions make it dangerous to continue, a red flag will be displayed at the start line – all karts will return slowly to the in grid/parc ferme/service park The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

- (a) If less than 2 laps have been covered, the original start will be deemed null and void. A new start will be given. For the restart, the grid used will be the one drawn up for the first start, with the Drivers allowed to take the restart in their original grid positions. Unoccupied places on the grid shall remain vacant.
- (b) If more than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest

whole number of laps), the race will be restarted. The length of the race will be the original number of laps less the number already completed. Those Drivers having crossed the Finishing Line at the end of the lap on which the race was stopped, and those who were in the mechanical breakdown lane, when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Grid positions will be determined by the finishing order of at the end of the lap before the one on which the race was stopped.

- (c) If 75% or more of the race distance (rounded up to the nearest whole higher number of laps) is completed the karts shall be sent directly to the Parc Ferme and the race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the race was stopped. In events (a) and (b), working on karts will be allowed only in the Parc Ferme. Spare equipment may be introduced (only the equipment identified in the case of chassis and/or engines) and refueling will be allowed.

Article 35 – Finish

As soon as the chequered flag has been shown to a driver at the end of the race, he/she must proceed directly, using only the authorised route, to the parc ferme in the order of their finish position. From the moment the driver receives the chequered flag until he/she is released from parc ferme he/she is under parc ferme conditions and must make no alteration or adjustments to his/her kart or other material or equipment.

In the first final and second final of the Australian Championships, any driver about to be lapped or who has been lapped for any reason whatsoever as from the first lap onwards may be shown the blue and red flag (double diagonal) with his/her number. He/she must go back to the scale in parc ferme and will be classified according to the number of laps completed. Any driver who does not obey the order given by the blue/red flag may be excluded from the event.

Article 36 – Qualifying Heats

Starting positions in the qualifying heats are awarded according to classification obtained in timed practice.

Article 37 – Point Score for Heats

Each heat will have a length of approximately 10 km and points for the heats will be awarded as follows:

1st place, 0 points, 2nd place, 2 points, 3rd place, 3 points and so on with 1 point being added for each place.

Any driver, who has not completed the full number of provided laps, even if he/she does not finish the heat, will be classified according to the number of laps completed. If a driver fails to make the start they will be awarded points equal to the number of entries in the heat of that class plus one. If any driver is disqualified from a race they will be awarded points equal to the number of entries in the heat of that class plus one.

At the end of the qualifying heats, the drivers with the lowest accumulated points will qualify for the finals. In case of a tie in total points between two or more drivers, they will be ranked according to the fastest times set in timed practice. The maximum number of competitors to progress to the first final and second final will be equal to the permitted track density.

Article 38 – Non-competition

It is the spirit and intent of the competition that all races should be contested to the fullest. Where a competitor is considered to have missed or retired from a race in an attempt to gain an advantage, then they may be required to appear before the stewards for the appropriate action and/or penalty.

Article 39 – Final 1 Final 2

The first and second Final will be conducted over a total combined distance of approximately 50km according to the following system. Starting grid positions for the first final are according to the total number of points obtained by the qualifiers in the elimination heats, with lowest total accumulated points to the front. In the case of equal accumulated points, lowest timed practice results will determine the outcome. Any driver, who does not complete the full number of provided laps, even if he/she does not finish the first final, will be classified according to the number of laps completed. Starting grid positions for Final 2 will be determined according to the finishing position in the first final. Both finals shall be of equal length.

Article 40 – Series Results when a tie Exists

A tie for series points at the end of the year shall be decided by the highest place getter in the last final of the season.

Article 41 – Results

The placings for each round will be determined by the placings obtained in the second final. Any driver who has not completed the full number of provided laps, even if he/she does not finish the final, will be classified according to the number of laps completed.

Trophies will be presented for 1st, 2nd and 3rd place getters at the completion of each round.

Article 42 – Practice Regulations

From the third practice session on the Friday competitors must use these tyres for the remainder of the day.

Article 43 – Series Points

Championship points system for the Australian Championships

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

Yamaha/Leopard Challenge Series Points

Participation Points

- 5 Points awarded for participating in official practice

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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

- Championship points for the first final are only available to entrants who receive the start signal in the first final.
- Championship points for the second final are only available to entrants who receive the start signal in the second final.
- For the Series Champion to be crowned the Australian Champion for all CIK classes, there must have been a minimum of 14 individual entrants across the 5 rounds of the series.

International Karting Committee