



AUSTRALIAN KARTING ASSOCIATION – NSW
TEKA ENDURANCE KART SERIES
ROUND 1 - SUPPLEMENTARY REGULATIONS

REFERENCE
AKA RULE

1. Authority

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

Permit Number : TEK/08-204

Rule 1.07(oo)
Rule 11.02
Rule 19.01
R11.03

2. Organisers

The Endurance Karting Association Inc. (TEKA) ABN 39 282 414 627
5-7 Cleg St, Artarmon, NSW 2064

Website: www.teka.com.au Email: secretary@teka.com.au

President: Steven Cameron 0400 447 969

Vice President: Brian Trinder

Secretary: Ben Trinder 0416 244 599 Fax: 02 9453 3175

3. Date and Place of Meeting

Sunday, 3rd February 2008

Oran Park Raceway

Cobbitty Road Narellan

NSW 2567

1100 metre circuit —clockwise direction – 40 kart capacity

Rule 19.29

4. Officials of the Meeting

Chief Steward : Terry Conlon

Clerk of Course : Steve Ellis

Assistant Clerk of Course : Wayne Bradwell, TBA

Grid Marshall: Belinda Canderle

Scrutineer : Darrell Mitchell

Assist Scrutineers: Todd Maiden, Tim Pierce, Brad Howard

5. Judges of Fact

Starter :

Pit Marshall:

Weigh Marshall:

Refuelling Marshall:

Timekeeper:

Noise Level:

Safety Kart Driver :

Rule 4.17

6. Classes to Compete

Endurance: Seniors

CH.51

7. Entry

The fee for entry in the event shall be \$240 per team plus \$11.50 per driver. Each team must submit a TEKA Event Nomination Form **and payment** 7 days prior to the event, otherwise a late entry fee of \$50 will apply. The date and time for close of receipt of the AKA Race Entry form shall be 8am Sunday 3rd February 2008

Rule 19.05
Rule 19.16

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Signed: *Karen Newton* Date: 30/01/2008

A signed Release and Waiver of Liability Agreement (Form 31C) must be submitted by all pit crew and officials. The minimum grade of licence shall be an AKA Senior Provisional C Grade Licence or AKA Single Event Licence.

8. Minimum Entries

The minimum number of entries shall be 20. If insufficient entries are received the event may be cancelled at the discretion of the Organiser.

9. Format of Racing

The event will consist of one (1) race only. There will be a four (4) hour race on Sunday only. **The race will commence with a standing start with the starting grid to be determined by timed qualifying session conducted after 10.30 am on Sunday 3rd February 2008.**

Qualifying will consist of a combined 15min timed session for both A and B grade teams. The grid will be determined by your fastest lap. The winner of the race will be the kart/team that has completed the most number of laps at the completion of the specified time period and receives the chequered flag first. Please note that "P" Plate drivers must start rear on field. **N grade competitors not running to weight must start rear of field.**

Rule 19.23

Rule 19.26(vii)

10. Point Score System

The TEKA Endurance Kart Series shall use the following point score:

Position	Points	Position	Points	Position	Points
1st	45	15th	26	29th	12
2nd	41	16th	25	30th	11
3rd	39	17th	24	31st	10
4th	37	18th	23	32nd	9
5th	36	19th	22	33rd	8
6th	35	20th	21	34th	7
7th	34	21st	20	35th	6
8th	33	22nd	19	36th	5
9 th	32	23 rd	18	37 th	4
10 th	31	24 th	17	38 th	3
11 th	30	25 th	16	39 th	2
12 th	29	26 th	15	40 th	1
13 th	28	27 th	14		
14 th	27	28 th	13		

The series shall be scored on an outright basis with all teams in Division A and Division B scoring points for the outright position achieved with the exclusion of any N grade team. TEKA Division B teams are permitted a maximum of one TEKA Division A driver, or AKA A Grade Licence holder. The organisers reserve the right to grade teams at their discretion into Division A, Division B, **Division B2** or Non Championship (Division N). Division N is not eligible for series points and must start at rear of grid.

A team will not score any points if the kart does not cross the start/finish line at the completion of the race under its own power within two minutes of the chequered flag being waved to signal the completion of the event. This result will be recorded as a DNF (Did Not Finish).

1 point shall be awarded for the kart that achieves pole position.

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11. Timetable Sunday 3rd February 2008

Gates open	6.00am
Scrutineering	from 7.00am – 7.30am
Race Paperwork	from 7.30am-8.00am
Close of Entry	8.00am
Briefing	8.15am in Pit Lane
Official Practice	from 8.30am – 10.30am
Fuel Bay Open	10.15am-10.40am
Karts to parc Ferme	10.40am
Official Timed Qualifying	10.45 am- 11.00am (all karts)
Karts to grid	11.20am
Race Commencement	11.30am
Race Completion	3.30pm approx.
Presentations	Will follow completion of pack up

Note – Karts cannot enter track until they have completed scrutineering and all race paperwork.

Note- Practice will not commence until all TEKA equipment has been setup, with fuel bay, radar, scales and timing equipment ready for race start.

12. Mechanical Breakdown Lane

A mechanical breakdown lane will be in use.

Rule 17.10

13. Abandonment or Postponement

The organisers reserve the right at their sole discretion to abandon, postpone or cancel any event(s) subject to Rule 11.09.

Rule 11.09
Rule 19.02

14. Prizes

Trophies will be awarded for Pole Position and for 1st, 2nd and 3rd in Division A and Division B. **1st, 2nd and 3rd etc in each division will be determined by the teams finishing order of Sundays race.** Additional trophy will be awarded to the highest finishing team in Division B2.

Rule 11.10

15. Insurance

Insurance has been affected for this meeting in accordance with Chapter 3.

16. Noise Levels

Maximum permissible noise levels shall be in accordance with Chapter 24. The nominated judge of fact for the measurement of noise levels shall be the Chief Steward.

Rule 24.3.1

17. Fuel

The organisers will supply Premium Unleaded Petrol (PULP) for qualifying and the race. Fuel tanks should be emptied prior to Timed Qualifying. Karts will be refuelled with supplied PULP immediately prior to Timed Qualifying. Competitors must supply their own PULP for practice. Fuel may be tested at any time during the event.

Rule 25.14

18. Minimum Number of Drivers

The minimum number of drivers for the event is 2. Cross entering of drivers between teams is not permitted.

Rule 51.08.3

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19. Pit Stops and Compulsory Driver Changes

The minimum number of compulsory pit stops for the race (including the stop at the end of the event) **is eight (8) for the (4) hour race (with at least 2 being fuel stops)** During the race, no driver is permitted to drive for more than 60 minutes without a driver change. A driving stint does not include refuelling, weighing, driver changes or mechanical repairs. A minimum break of at least 20 minutes should be taken in between driving stints. *Please note: The location of the track/pit timing loops vary from track to track and it is the team/drivers responsibility to know the location of these loops and how this effects the measurement of the 1 hr max, driver stint. Time Keepers decision is final. Computer lap penalty of 5 laps for each breach of this rule.*

Rule 51.08.05
Rule 51.02

20. Weight Limit, Weighing and Ballast

A minimum weight limit of 185 kilograms will apply. Infringement will result in a 5 lap penalty for each kilogram (or part thereof) under the minimum limit, to be applied at each breach encountered during the event.

Rule 51.10

21. Pit Area

Driver Change area

No mechanical repairs or tools are permitted in the pit area. The only work permitted on a kart in this area is chain lubing or tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge. Only tools required for lead/ballast changes are permitted in this area and all items must be removed to a safe location immediately are use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

Rule 51.09

During the event (including practice, qualifying and race) only the driver getting out of the kart, the driver getting into the kart and one pit crew are permitted in the pit area. Once a pit stop has been completed they are to leave the pit area immediately.

Rule 4.09 (j)

Speed limit in the pit area is restricted to 20kph, to be measured by radar gun or by the pit lane official. Penalty for exceeding this speed limit will be determined by the officials, and can include a stop-go penalty for a first offence, 5 lap computer timing penalty for a second offence and a 10 lap penalty for a third offence.

During practice, qualifying or the race, The Pit area, break down lane (driver change area) may be closed to all competitors for reasons of safety, forced majeure or to ensure fairness to all competitors. Normally a Safety Kart will be deployed for this period. When the pit lane re-opens those teams wishing to complete a drive through or driver change may do so but the exit will be closed until the last kart remaining in the freight train has passed the exit. You must rejoin on the back of the freight train in the order you leave the exit chute. The fuel bay remains closed. The one hour driving stint will be extended during this time.

22. Transponders

The fitment of transponder brackets is mandatory. The transponder bracket must be mounted with two bolts and nyloc nuts (not cable ties) on the left hand side pod. Transponders must be mounted on the inside of the left hand side pod with the leading edge of the transponder no closer than 250mm to the rear of the centre line of the front left hand stub axle measured when the front wheels are pointing straight ahead. It is the team's responsibility to return the Transponder in working order, any loss or damage is the team's responsibility. Transponders must be fitted for the entire practice session.

Rule 51.08.6

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23. Post-qualifying parc-ferme

After the completion of qualifying, karts may not be taken back to the pit, but must instead be taken straight to parc ferme.

Karts may refuel after qualifying prior to going to parc ferme. Competitors/Pit Crew may work on their karts while in Parc Ferme.

24. Number of tyres

Prior to qualifying the number of prescribed tyres is open

For qualifying and the race, only one (1) set of prescribed Dry weather tyre and Only one (1) set of wet weather tyre are permitted.

Damaged or worn out tyres (by the way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitors cost.

Drivers receiving a replacement(s) will be required to start at the rear of the grid, the only exceptions to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer) and/or the competitor electing to use an approved used tyre.

Rule 19.34

Rule 19.07(a)
Rule 19.37
Rule 13.01.1
Rule 13.01.2

25. Historic-Kart Demonstration

A Historic Kart demonstration will not be conducted at this meeting.

20. Footwear

Covered footwear MUST be worn in the Paddock/Parc Femme, Ingrid and Outgrid.

21. Pit Crew Passes

All pit crew entering restricted areas (The Outgrid, The Ingrid, Parc ferme and Track) must have a current Pit Crew Pass per rule 11.06. Entry will be denied if correct pass is not produced.

Rule 11.06

PLEASE NOTE:

Any team which has broken seals, unsealed motors or motors that have not been sealed by a TEKA engine sealer may be relegated to "N" grade for the round.

It is a team's responsibility to ensure their motors are correctly sealed prior to presenting Their Kart for scrutineering.

These supplementary Regulations are to be read in conjunction with the General Standing Regulations and Australian kart Formula for Sprint/Endurance Racing as laid down in the current AKA manual, any Addendums or Bulletins issued and the Entry Form.

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