



AUSTRALIAN KARTING ASSOCIATION Inc
SUPPLEMENTARY REGULATIONS
THE ENDURANCE KARTING ASSOCIATION
ROUND 1
Standard Supplementary Regulations 2010

1. Authority

The meeting will be held under the international Sporting Code of the FIA, the General Karting Regulations of the AKA and any other bulletins and addendum's to the regulations.

Permit Number: TEK/10-

2. Organisers

The Endurance Karting Association Inc. (TEKA) ABN 39 282 414 627

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

President: Shane Keys 0421 615 547

Vice President: Matt Hill 0405 133 586

Secretary: Adrian Hastwell-Batten 0404 881 151

Race Secretary:

3. Date and Place of Meetings 2010

Saturday, 20th & Sunday, 21st February 2010

Orange Kart Racing Club

Perc Griffith Way Orange

853 Metre Circuit –Clockwise – 32 Kart Capacity

4. Officials of the Meeting

Chief Steward: Harry Gorrie

Clerk of Course: Wayne Bradwell

Assistant Clerk of Course: Steve Ellis

Grid Marshalls: Belinda Canderle / Karen Gardiner

Assistant Grid Marshalls: Candyce Gardiner / Brendan Hill

Scrutineer: Darrell Mitchell / Troy Worsley

Assistant Scrutineer: Tim Pierce / Peter Worsley

First Aid Officer: Theresa Hill

5. Classes to Compete

Endurance: Seniors

6. Entry

The fee for this event shall be \$230.00 for entry + \$60.00 Saturday track access fee per team + \$13.50 per driver. The date and time for close of entry shall be 7.00pm Sunday 13th February 2010, otherwise a late entry fee of \$50 will apply.

The minimum grade of license shall be an AKA Senior Provisional D Grade License or AKA single event licence.

7. Minimum Entries

The minimum number of entries per class shall be nominated by the organisers (TEKA) for each round. If insufficient entries are received the event may be cancelled at the discretion of the organiser.

8. Format of Racing

The event will consist of one (1) race only. There will be "A" (5Hour 50Min) race on Sunday only. **Sunday's race will commence with a standing start with the starting grid for the race to be determined by one combined 1 Hour timed qualifying session with unlimited laps per kart for A Grade Honda's, B Grade Honda's and Briggs & Stratton's conducted after 2.45pm on Saturday 20th February 2010.**

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.

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

Bonus points will be awarded to 1st, 2nd & 3rd in each division, 1st 3 bonus points, 2nd 2 bonus points and 3rd 1 bonus point.

Position	Points	Position	Points	Position	Points
1st	40	15th	26	29th	12
2nd	39	16th	25	30th	11
3rd	38	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 for all teams competing in the Honda (A) and (B) championship and a outright basis for all teams competing in the Briggs & Stratton championship, scoring points for the outright position achieved with the exclusion of any N grade team. TEKA Division (B) teams with more than (2) two drivers 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) Honda, Division (B) Honda, 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).

A kart may NOT exit pit lane and return to the track after the chequered flag at completion of the event. This result will be recorded as a DNF (Did Not Finish).

9. Timetable

Saturday 20th February 2010

Scrutineering	9.00am – 10.00am
Race Paperwork	10.00am – 10.45am
Close of Entry	10.45am
Driver Briefing	10.50am (In Pit Area)
Official Practice	11.00am – 1.30pm
Junior Practice	1.30pm – 2.15pm
BBQ Lunch Break	1.30pm – 2.30pm
Fuel Bay Open	2.30pm – 4.00pm
Karts to parc Ferme	After Fueling
Official Qualifying (A) Grade Honda's (B) Grade Honda's & B & S	
Combined 1 Hour Timed	3.00pm – 4.00pm
Unlimited Laps	
Track Closed	4.00pm

Fuel tanks to be drained before leaving parc Ferme

Sunday 21st February 2010

Scrutineering	7.30am – 7.50am
Driver Briefing	8.00am (In Pit Area)
Fuel Bay Open	8.00am
Carbi Session	8.15am – 8.30am
Karts to parc Ferme	After Carbi Session
Karts To Grid	8.45am
Race Commencement	9.00am
Race Completion	2.50pm
Presentation	Will follow Completion Of Pickup.

A Member From Each Team Must Assist With TEKA Pack up.

10. Mechanical Breakdown Lane

The mechanical breakdown lane **will** be in use as per rule 17.10

11. Blue and Red Double Diagonal Flag

The blue and red double diagonal flag **will not** be used during this meeting. (Rule 15.13)

12. Abandonment or Postponement

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

13. Awards

Trophies will be awarded for 1st, 2nd and 3rd in Division (A) Honda's, Division (B) Honda's and Briggs & Stratton's. **1st, 2nd and 3rd etc in each division will be determined by the teams finishing order of Sundays Race.**

14. Insurance

Insurance has been affected for this meeting in accordance with Chapter 3 2010 AKA Manual

15. Noise Levels

Maximum permissible noise levels shall be in accordance with Chapter 24 2010 AKA Manual

16. Fuel (Refer Chapter 22)

Refer to Chapter 22 of the 2010 AKA Manual.

CALTEX Vortex 95 is the control fuel for this meeting, to be purchased from any CALTEX service station no more than two days prior to the event. Fuel must be contained in the 20Ltr yellow fuel containers that you purchased from TEKA. Your fuel and receipt must be brought along with your kart to scrutineering so you can be marked off, Your scrutineering form will not be signed if fuel and receipt not produced. Your fuel will then be handed over to the refuelers who will pour it into the 200Ltr drums to be ready for qualifying and the race.

The amount of fuel you will need to purchase for this event will be 20Ltrs, Fuel may not be purchased from Woolworth's CALTEX.

Fuel tanks should be emptied prior to Timed Qualifying. Karts will be refueled with Caltex Vortex 95 immediately prior to Timed Qualifying. Competitors must supply their own PULP for practice. Fuel may be tested at any time during the event.

17. Minimum number of drivers

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

18. 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 eleven (11) for the (5Hour 50Min) race on Sunday (with at least 3 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 refueling, 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.*

19. Judges of Fact

The Starter

The Chief Lap scorer:

Timothy Webb

Time Keepers:

Adrian Hastwell-Batten

The Weigh Marshal

The Noise Control Marshal

The Grid Marshal

(These will be as per Rule 4.17)

20. Weighing of Karts

Karts may be weighed *during or at the conclusion of each event* at the discretion of the Clerk of the Course or the Weigh Marshall. Should a competitor fail the first test they may request one additional test.

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.

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.

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.

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 Ferm

24. Number of tyres

Prior to qualifying the number of prescribed tyres is open

For qualifying and the four (5Hour 50Min) race on Sunday, only one (1) set of prescribed **Dunlop SL1A dry weather tyres and two (2) sets of Dunlop KT6- SLW1 wet weather tyres 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.

25. Historic Kart Demonstrations

A Historic Kart track demonstration **will not** be conducted at this meeting per Chapter 53.

26. Footwear

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

27. 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.

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 Racing as laid down in the current AKA Manual, any Addendums or Bulletins issued and the Entry Form.

A bulletin *may* be issued with any changes.

Note: Radio equipment that is able to access the official's radio channels, will not be permitted in the pit/paddock, The Outgrid or The Ingrid at any time during the event.