



AUSTRALIAN KARTING ASSOCIATION
SUPPLEMENTARY REGULATIONS

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 addendums and bulletins to the regulations.

Permit Number :- TEK/10-726

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: As Above

3. Date and Place of Meeting

Saturday, 24th & Sunday, 25th July 2010

Mount Sugarloaf, Newcastle

Corner Of Cameron Park Drive & George Booth Drive

1056 Metre Circuit –Anti Clockwise Direction – 40 Kart Capacity

4. Officials of the Meeting

Chief Steward: Wayne Bradwell

Assistant Steward : Karen Cameron

Clerk of Course: Steve Ellis

Assistant Clerk of Course: Harry Gorrie

Chief Scrutineer: Darrell Mitchell

Assistant Scrutineers: Peter Worsley / Troy Worsley

Scales Marshal: Karen Cameron

Chief Time Officer: Brendan Hill

Grid Marshal: Brian Trinder / Karen Cameron

Starter: Harry Gorrie

Secretary of the meeting: Blake Mccarthur

Noise Control Marshal: Ian Mitchell

5. Classes to Compete

Endurance: Seniors

6. Entry

The fee for entry in 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 the 18th July 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. Transponders

Each competitor must have a transponder fitted to their kart as per rule 19.17 (a) & (b). Transponders must be fitted as per rule 25.30.

8. 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.

9. Format of Racing

The event will consist of one (1) race only. There will be "A" (7) hour race on Sunday only. The race will commence with a standing start with the starting grid to be determined by a timed qualifying shootout conducted after 2.45 pm on Saturday 24th July 2010. Each kart will be given one (1) hot lap to set their qualifying time you will have your out lap, your hot lap and your slow down lap returning to the pits on completion of slow down lap. Failure to return to the pits at the completion of your third lap will result in your lap being disallowed and starting Sunday's race rear of grid. The order of the shootout will be determined by your fastest lap time in practice session two, The slowest lap time in that session will go first the quickest will go last.

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.**

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 with both engines connected to and driving the rear axle 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)

10. Timetable

Saturday 24th July 2010

Scrutineering	8.30am - 9.10am
Race Paperwork	9.15am – 9.45am
Close of Entry	9.45am
Driver Briefing	9.50am (in pit lane)
Official Practice (1)	10.00am – 12.00pm
Cadet Practice	12.05pm – 12.25pm
Junior Practice	12.25pm - 12.50pm
Official Practice (2)	1.00pm – 2.30pm
Fuel Bay Open	2.30pm – 4.00pm
Karts to parc Ferme	After Fueling
Official Timed Qualifying	3.00pm
Shootout	
Cadet Practice	Following Shootout 15mins
Junior Practice	Following Cadet's 20mins
Track Closed	5.00pm

Fuel tanks to be drained before leaving parc Ferme

Sunday 25th July 2010

Fuel Bay Open	7.15am Karts Must Go To Grid
Scrutineering on Grid	7.30am – 7.45am On Trolleys
Driver Briefing	7.50am – 8.00am In Pit Lane
Carby Session	8.05am – 8.15am Karts Remain In Parc Ferme
Karts to grid	8.25am
Race Commencement	8.30am
Race Completion	3.30pm approx.
Cadet Practice	3.35pm – 3.55pm
Junior Practice	3.55pm – 4.15pm
Presentation	will follow completion of pack up

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

11. Mechanical Breakdown Lane

A mechanical breakdown lane will be in use.

12. Blue and Red Double Diagonal Flag

The blue and red double diagonal flag will not be used during this meeting. Refer Rule 15.

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.

14. Prizes

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 Sunday's Race.**

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.

17. Fuel

Refer to Chapter 22 of the 2010 AKA Manual.

CALTEX Vortex 98 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 20Ltr Yellow or Red fuel containers. 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 40Ltrs. Each team will need two 20Ltr fuel containers.

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 98 immediately prior to Timed Qualifying. Competitors must supply their own PULP for practice. Fuel may be tested at any time during the event.

18. Minimum number of drivers

The minimum number of drivers for the event is 3. Cross entering of drivers between teams is not permitted.

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 Twelve (12) for the (7) hour race on Sunday (with at least 5 being fuel stops for Honda powered karts & 6 being fuel stops for Briggs & Stratton powered karts).** 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.*

20. Judges of Fact

The Starter

The Chief Lap scorer

The Weigh Marshal

The Noise Control Marshal

The Grid Marshal

The Chief Scrutineer

(These will be as per Rule 4.17)

21. 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.

22. 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.

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 seven (7) hour 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 Ferme, Ingrid and Outgrid.

27.

The removal of both hands from the steering wheel or both feet from the pedals will result in the driver being penalised.

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