



AUSTRALIAN KARTING ASSOCIATION

SUPPLEMENTARY REGULATIONS

1. Authority

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

2. Permit Number :-

3. 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: Clint Ironside 0401 995 428

4. Date and Place of Meeting

Sunday, 11th March 2012

Lithgow City Raceway

Oakey Forest Road, Mannangaroo, Lithgow. NSW.

751 Metre Circuit – Clockwise Direction – 32 Kart Capacity

5. Officials of the Meeting

Chief Steward: Wayne Bradwell

Stewards : Ian Mitchell

Clerk of Course: Karen Cameron

Assistant Clerk of Course: Warren Hodges

Chief Scrutineer: Darrell Mitchell

Assistant Scrutineer: Peter Worsley/Troy Worsley

Scales Marshal: Kirt Metcalf

Chief Time Officer: Ebony Hyland

Chief Lap Scorer: Ebony Hyland

Grid Marshal: Shane Keys

Starter: Rob Boyle

Noise Control Marshal: Mardee Mitchell
Race/Competition Secretary of the meeting
Officials Secretary: Blake McArthur
Technical Inspector/s Darrell Mitchell / Peter & Troy Worsley
Tyre Tester/s

*** = Judge of Fact per Rule 4.17**

6. Classes to Compete

Endurance: Seniors Minimum weight of kart and driver 185 kilograms.

7. Entry

The fee for entry in this event shall be \$260.00 for entry + \$17.00 per driver.

The date and time for close of entry shall be 7.00pm Sunday the 4th March 2012, otherwise a late entry fee of \$50 will apply.

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

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 – Must comply with Chapter 18.

The event will consist of one (1) race only. There will be “A” (5) hour race on Sunday only. The race will commence with a standing start with the starting grid for the race to be determined by two 10 minute timed qualifying sessions, One for Honda powered karts and one for Briggs & Stratton powered karts conducted after 10.45am on Sunday 11th March 2012.

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:

Teams will receive 20 championship points for entering each event.

DNF Points will be awarded to karts that finish at least 75% of the race, DNF points will be HALF the points of the lowest placed kart in your division.

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 championship and a outright basis for all teams competing in the Briggs & Stratton (A) and (B) championships, 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) Briggs & Stratton, Division (B) Briggs & Stratton, or Non Championship (Division N). Division N is not eligible for series points and must start at rear of grid.

10. Timetable **Sunday 11th March 2012**

Scrutineering	7.00am – 7.45am
Race Paperwork	7.45am – 8.30am
Close of Entry	8.30am
Driver Briefing	8.40am (In Grid Area)
<i>Official Practice</i>	<i>9.00am – 10.40am</i>
Fuel Bay Open	10.30am
Karts To Parc Ferme	(After Fueling)
Official Qualifying (Honda,s)	11.00am (10 Mins)
Official Qualifying (Briggs & Stratton)	11.15am (10 Mins)
Karts To Parc Ferme	(After Fueling)
Karts To Grid	11.45am
Race Commencement	12.00pm
Race Completion	5.00pm (Approx)
Junior Practice	5.00pm – 5.20pm
Cadet Practice	5.20pm – 5.40pm
Presentation	Will follow completion of pack up.

11. Prizes

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

12. Insurance

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

13. Mechanical Breakdown Lane

A mechanical breakdown lane **will** be in use.

14. Fuel

Refer to Chapter 22 of the 2011 AKA Manual.

CALTEX Vortex 95 or 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 25Ltrs for Honda powered karts and 35Ltrs for Briggs & Stratton powered karts. Each team will need two 20Ltr fuel containers.

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

15. Minimum number of drivers

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

16. 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 Nine (9) for the (5) hour race on Sunday (with at least 3 being fuel stops for Honda powered karts & 5 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.*

17. 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.

18. 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 10kph, 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.

19. 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

20. Number of tyres

Prior to qualifying the number of prescribed tyres is open

For qualifying and the five (5) 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.

21. Historic Kart Demonstrations

A Historic Kart track demonstration **will not** be conducted at this meeting per Chapter 47.

22. Conduct

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

23. Photographic Material

Photographic material taken for purpose of promotion of the sport at this event becomes the property of the Karting NSW and is usable for promotion and advertising programs.

Should there be any particular requirements e.g. parking camping etc, these should be listed here.

Background Note:

Article 65 of the International Sporting Code of the FIA, under which all competitions will be conducted, sets out the information that should be included in the Supplementary Regulations. These supplementary Regulations are to be read in conjunction with the General Standing Regulations, National Competition Rules and Australian Kart Formula for Sprint Racing as laid down in the current AKA Manual.
