



**SUPPLEMENTARY REGULATIONS
FOR
ROTAX PRO TOUR III
ADRENALINE 100
RALEIGH INTERNATIONAL KARTING RACEWAY
RALEIGH NSW
DRAFT**

1. Authority

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

2. Organisers

REFERENCE AKA RULE R1.07, R11.02

Host club:
AKA NSW Inc
PO Box 495
St Marys, NSW, 1790

Organiser/Promoter

International Karting Distributors
4 Pullman Place, Emu Plains, NSW, 2750
www.internationalkarting.com.au
www.rotax.com.au
rotax@internationalkarting.com.au



3. Date and Place of Meeting

Raleigh International Karting Raceway
Valery Rd
Raleigh NSW

7th, 8th and 9th August 2009

Track: 1050 m
Direction: Clockwise

4. Officials of the Meeting

Race Director:	Steve King
Chief Steward:	Chris Robinson
Steward:	Trish Maastricht
Steward:	Leana Stewart
Steward:	Peter Drain
Clerk of Course:	Howard Whitehouse
Ass Clerk of Course:	John Martin
Ass Clerk of Course:	Troy Bellamy
Ass Clerk of Course:	Steve Fisher
Race Secretary:	Donald Stevens
Pro Tour Coordinator:	Steven Engel
Starter:	Phillip Naughton
Scrutineer:	Bob Blackman
Technical Team:	TBA
Fuel Testing:	Trevor White
Time Keeper:	Tony D'Annibale
Ass Time Keeper:	Christie D'Annibale
Grid Marshall:	Bob Blackman
Announcer:	TBA
Weigh Marshall:	TBA
Lap Scorer's:	Tony D'Annibale & Christie D'Annibale
Flag Marshall's:	TBA
First Aid:	St John's Ambulance
Transponder Marshall	TBA



5. Classes to Compete

All karts competing must comply with the rules and specifications as per the 2009 AKA Karting Manual and any addendums or bulletins.

Rotax Light	160kg MOJO D2 tyre
Rotax Heavy	180kg MOJO D2 tyre
Junior Rotax	145kg MOJO D2 tyre
Open Performance	175kg (R19.37) MOJO D3 tyre. Engines are restricted to single engine water-cooled non Rotary Valve engines (R27.01) of 125cc with two or less gears. DD2 Engine specifications in accordance with Rotax World Rules available for download from www.rotax.com.au
Rotax Over 35's	170kg (R19.37) MOJO D2 tyre.
CIK-KF2	165kg Dunlop DDS slick KT-11 Wet.

No other classes are eligible for entry to a Pro Tour event.

6. Entry

All drivers must hold a Current AKA full competition A or B Grade Race Licence.

The only competitors eligible to enter the event are those registered via www.rotax.com.au. Registration is free. Each registrant is issued a registration number; this registration number must be supplied on the Pro Tour III entry form.

The birth date of entrants in the Over 35's class must be prior to 5th August 1974.

Entry Fee for all Rotax classes and Open Performance is \$695 per class which includes two sets of the class dry slick tyres per entry (see section 23).

The entry fee for CIK-KF2 class is \$190.

Close of entries is Friday 31st July 2009. Full payment must be included with a completed race entry. Entries received without payment will be considered void. **Cheques should be made out to International Karting Distributors.**

Credit Card and Direct deposit payment is available for faxed entries only to (02) 4735 1065. If paying by Direct Deposit, a receipt must be included with entry, Direct Deposit payments must include the entrant's Pro Tour registration number & name as the reference.

2% surcharge will apply to all credit card payments.

Direct deposit payments should be made to:

Account Name: Mirage Karts Australia P/L t/as IKD.
Bank: NAB
BSB No: 082-345
Account No: 657909593

Send **all** race entries to:

Pro Tour III Entries
PO Box 421
Emu Plains, NSW, 2750

Please email protour@rotax.com.au with pit allocation requests.

7. Format of Racing

There will be NO PRACTICE Monday 3rd to Wednesday 5th August inclusive for Pro Tour entrants. Penalty for breaching practice limitations will be automatic exclusion from the event. This limitation includes the use of karts intended for competition in the Pro Tour event driven by non Pro Tour entrants.

Practice will be available on Thursday 6th August for Pro Tour entrants ONLY.

Please see section 25 for the format of racing for CIK-KF2 class

Competitor dinner to be held Thursday 6th August at the Sawtell RSL Club, First Avenue, Sawtell.

Method of Racing Rotax: UNDER SUBSCRIBED CLASSES - UP TO 40 KARTS

1. 24 lap Challenge race. The finishing position of which determines the starting position in the Dash. The starting grid positions for the Challenge race will be drawn from the hat during the competitor dinner.
2. 10 lap Dash race. Each class will be split into two groups based upon finishing position in the Challenge race. Odd finishing positions (1,3,5,7 etc) race in group 1 and even finishing positions (2,4,6,8 etc) race in group 2.
3. Points for the Challenge and Dash races are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc.
4. Three heats of 14 Laps. The starting position for the heats determined by the combined points of the Challenge and dash races. 1st place to grid 1 and so on. Where a tie exists the finishing position in the Dash race will be used to determine the higher grid position. The points from the Challenge and Dash races do not carry over.
5. Pre-final of 16 laps, lowest points to grid 1 and so on. Drivers with equal points will be determined by the lowest combined points from the Challenge and Dash races.
6. Final of 24 laps, the finishing order from Pre-final to grid 1 and so on.

7. Non-finishers will be gridded at the rear of the field in order of laps completed, then grid positions from the Pre-final.
8. Finishing order of the Final determines the winning positions in each class.

Method of Racing Rotax: OVER SUBSCRIBED CLASSES - MORE THAN 40 KARTS

1. Separate class into 2 equal groups for the 24 lap Challenge Race. The finishing position of which determines the starting position in the Dash. The starting grid positions for the Challenge race will be drawn from the hat during the competitor dinner.
2. Each Challenge group will be split into two further groups for the 10 lap Dash race. Odd finishing positions (1,3,5,7 etc) race in group 1 and even finishing positions (2,4,6,8 etc) race in group 2. This results in a total of four Dash races (Two Challenge groups each split into two).
3. Points for the Challenge and Dash races are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc.
4. The combined points of the Challenge and Dash races determines the starting position for the heats. Where a tie exists the finishing position in the Dash race will be used to determine the higher grid position. If a tie still exists, then the finishing order in the Challenge race will be used to determine the higher grid position.
5. Competitors will be split into 4 groups, A, B, C, or D. Lowest Dash race points earner to group A, 2nd to group B, 3rd to group C, 4th to group D, 5th to group A, 6th to group B, etc until all competitors are allocated a group. Each group will race against each other group over three heats. Grid positions in each group for the 3 heats will be determined by the combined points of the Challenge and Dash points earned with the lowest point's earner to 1st onwards through each group. In the case of a tie on points, the competitor with the lower starting position in the Challenge race will be awarded the lower starting position in the heats.
 - a. Heat 1a - Group A v D (grid as per combined Challenge and Dash Race Points order, A's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over 12 laps.
 - b. Heat 1b - Group B v C (grid as per combined Challenge and Dash Race Points order, B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to be run over 12 laps.
 - c. Heat 2a - Group A v C (grid as per combined Challenge and Dash Race Points order, A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to be run over 12 laps.
 - d. Heat 2b - Group B v D (grid as per combined Challenge and Dash Race Points order, B's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over 12 laps.
 - e. Heat 3a - Group A v B (grid as per combined Challenge and Dash Race Points order, A's grids 1, 3, 5, 7, etc, B's grids 2, 4, 6, 8, etc) to be run over 12 laps.
 - f. Heat 3b - Group C v D (grid as per combined Challenge and Dash Race Points order, C's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over 12 laps.

6. Each competitor will race against each other competitor over 3 heats; the points from the Challenge and Dash race do not carry over, points are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc. Non finishers to be allocated points based on their position at the last completed lap. Competitors not completing 1 lap will be allocated a position based on order of crossing the electronic timing loop after race start. Non starters to be allocated points in qualifying order behind all starters.
7. The points earned during the heats determine the grid positions for the Pre-Final, competitor with the lowest points from the heats to grid 1, next to grid 2 and so on up to track capacity, compete in the Pre-Final. Drivers with equal points will be determined by the lowest combined points from the Challenge and Dash races. The competitors whose points place them from grid position 37 onwards for the Pre-Final will compete in a 12 lap last chance race. Should there be more than grid capacity, only the 40 lowest point scorers from this group will compete in the last chance race.. The top four place getters in this race will proceed to the Pre-Final filling the last four positions on the Pre-Final grid in the finishing order of the last chance race.
8. Pre-Final of 16 laps.
9. Final of 28 laps, the finishing order from Pre-final to grid 1 and so on.
10. Non-finishers in the Pre-Final will be gridded at the rear of the grid in order of laps completed, then grid positions from the Pre-final.
11. Finishing order of the Final determines the winning positions in each class.

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8. Timetable (to be used as a guide only)

Thursday

9 am to 5 pm	Practice
3 pm to 5 pm	Tyre allocation in class order
06:30 pm	Dinner for all Competitors to be held at the Sawtell RSL Club, First Avenue, Sawtell.

Friday

8:30 am to 9:50am	10 minute Practice sessions in class order
9:50 am	Racing Commences – Further practice for CIK Classes included
5 pm	end of day

Saturday

7:45 am	Drivers briefing
8:00 am to 9:30am	10 minute Practice sessions in class order
09:45 am	Racing continues
05:00 pm	end of day

Sunday

08:15 am	Drivers briefing
08:30 am	1 x 5 minute carburettor session in class order
08:45 am	Racing continues
05:00 pm	Presentations



9. Abandonment or Postponement

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

10. Mechanical Breakdown Lane

A mechanical breakdown lane will not be in use.

11. Blue and Red Double Diagonal Flag

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

12. Footwear

Covered footwear MUST be worn in the paddock/parc ferme, Ingrid and out grid

13. Pit crew Passes

All pit crew entering restricted areas (the outgrid, The Ingrid, parc ferme and track) Must hold and wear a current Pit crew pass per rule 11.06 entry will be denied if correct pass is not produced

14. Parc ferme/Paddock

Rules 17.11 applies

15. Insurance

Insurance has been affected for this meeting as per Chapter 3

16. Fuel (as per Chapter 22)

The control fuel for this meeting is Mobil Synergy 8000 premium unleaded to be purchased from the Mobil Service Station at Corner Pacific Highway and Sawtell Road Boambee. Fuel testing will be conducted and anyone found to be not using the control fuel will be penalised.

17. Timing

- a) Timing will be undertaken with the AMB TRANX 160 Transponder Timing System.



- b) Transponder holders must be used on all karts. The transponder holder must be mounted on the left hand side pod 300mm from the kingpin. It is the responsibility of all drivers to ensure that they are equipped with their transponder before each race and qualifying session.

Transponder holders will be available for purchase from the canteen for a fee of \$10.00.

18. Noise level

as per chapter 24

19. Judges of fact

The starter

The chief lap scorer

The weigh marshal

The noise control marshal

The chief time keeping officer

The grid marshal

20. TV Coverage

The Pro Tour event will be covered on Fox Sports. It is a condition of entry that each competitor provides unconditional permission for the Promoter and the Host Club to televise the event.

The Promoter will select a number of karts during the event for on-kart cameras. It is a condition of entry that each entrant provides permission for an on-kart camera. Such cameras will be mounted in such a way to ensure safety of the driver and other competitors and non-interference with the operation of the kart.

21. Sponsor Signage

Competitors may be required to carry sponsor signage on their karts. Signage will be supplied to the competitor with their entry package along with instructions for affixing the signage to the kart. It is the competitor's responsibility to affix the signage correctly and ensure it remains affixed. Any competitor found without correctly affixed signage will not be permitted to race until the signage is affixed. Replacement signage will be available from the Race Secretaries office.

22. Kart Numbers

Race numbers are allocated for the Pro Tour at time of registration. Competitors **MUST** use the race number allocated (Race numbers can be checked at www.rotax.com.au). If a race number was not selected at time of registration the Pro Tour promoter will assign a race number prior to the event. Each competitor will be notified by email prior to the event of an assigned race number. This race number, either selected or assigned **MUST** be used for all Pro Tour events.

Race numbers can be a maximum of two (2) digits. Number Plates as per Rule 25.13 side-pod numbers must be clearly visible.

Number 1 will be reserved for 2008 National Champion in each class.

23. Tyre Pooling

Tyre pooling will occur at this meeting as per rule 23.11. Tyres will be available at the designated times. It is the drivers responsibility to collect his/her tyres between the stated times. All tyres supplied will be stamped internally then externally marked with class and racing number and dually recorded. Any deterioration to the control markings on the tyres, after fitting tyres, must be reported to the scrutineer **immediately** for rectification. Damaged or worn tyres (by 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 replacement(s) will be required to start at the rear of the grid in the next heat / final of the event as per Rule 23.11.

Two sets of the class tyres are allocated to each competitor. The competitor may use these tyres whenever they deem appropriate during the course of competition.

If the meeting is declared wet, two sets of MOJO W2 wet tyres may be used for the meeting. Wet tyres are not provided with entry and it is the competitor's responsibility to ensure that they have wet tyres available if necessary. Competitors must present their wet tyres for marking to the nominated area when directed.

24. Sponsors/Trade Activity

The organiser/promoter may have entered into agreements with sponsors for the event. Such sponsorship will take precedence over any other sponsorship and/or trade agreements in place by the host club and/or competitors.

If requested by the organiser/promoter the host club and/or any competitor will remove conflicting signage and/or trade activities for the duration of the event.

25. CIK

This section covers regulations pertaining to the CIK style KF2 class.

KF2 shall be run in accordance with Chapter 50 of the AKA manual.

Round winners shall be determined by placing's in the Final 2.

The rules and regulations governing this class is covered in chapter 50 of the 2009 AKA manual and Addendum 20.

Method of Racing: CIK KF2

- a) Two by five minute timed qualifying sessions Rule 19.17. First qualifying session lowest kart numbers to the front. Second qualifying session, highest kart numbers to the front.
- b) Three heats of 14 laps; Fastest qualifying time to grid 1, and so on for all heats.
- c) Final 1 over a distance of 28 laps.
- d) Final 2 over a distance of 28 laps.
- e) Refer to chapter 50 for points system and gridding for each event.
- f) Finishing order of the second final determines the winning positions for the day.

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