



## SUPPLEMENTARY REGULATIONS CLUB COMPETITION

**PERMIT NUMBER: T23/2019**

### 1. STANDARD REQUIREMENTS

<b>1. MEETING TITLE:</b>	<b>Launceston Kart Club 4 Hour DPE Enduro of Stars</b>	<b>Non-CDR</b>
<b>2. DATE:</b>	Start: Saturday, 14 December 2019 End: Saturday, 14 December 2019	
<b>3. ORGANISATION:</b>	The Meeting will be held under the International Sporting Code of the FIA, the National Competition Rules of Karting Australia and the applicable State Regulations.	
<b>4. MEETING STATUS:</b>	<b>CLUB COMPETITION</b>	
<b>5. CLUB DRIVER RANKINGS MEETING:</b>	The Meeting is deemed by Karting Australia as a <b>"Club Driver Rankings Meeting"</b> and will be conducted in accordance with the additional requirements of the "2019 CDR Rules and Conditions of Participation".	
<b>6. ORGANISER:</b>		
<b>6.1.</b>	Launceston Kart Club	
<b>6.2.</b>	195 Pipers River Road, Turners Marsh, 7267	
<b>6.3.</b>	Tel: 0400 057 290	Email: pst43786@bigpond.net.au
<b>7. ORGANISING COMMITTEE</b>		
<b>Include the names of at least 2 people who make up the Organising Committee. Note: They must not be Stewards of the Meeting.</b>	Jade Stone - Competition Secretary Stuart Lee - Club President Pamela Stone - LKC Life Member	
<b>8. ESSENTIAL OFFICIALS (Ref: General Rules Chapter 7 Rule 4 – "Essential Officials")</b>		
Stewards of The Meeting	Glenn Wall (Chief Steward), Carolyn Sherburd	
Clerks of the Course:	Matt Izard, Wayne Vassallo	
Chief Scrutineer:	Glen Newman	
Chief Timekeeper:	Jade Stone	
Emergency and Medical Services:	Ambulance Private	
<b>9. OTHER OFFICIALS</b>		
Assistant Clerk Of The Course:	Reon Johns, Matt Hutchings	
Flag / Lights Marshal	Caitlin Stone	
Grid Marshal	Stuart Lee	
Assistant Grid Marshal	Phil Van Ash, Kerry Beechey, Dean Richardson, Chris Wyatt	
Mechanical Breakdown Lane	Mark Sergeant	
Scales Marshal	Trevor Medwin	
Assistant Scales Marshal	Wally Medwin, Stephen Johnstone, Bob Green, Paul Sellars	
Scrutineers	Allan Butt, Heath Butt, Peter Males, Troy Blair	

Secretary of the Meeting	Jade Stone
Starter	Max Young
State Official's Co-ordinator	Dale Sherburd
Lapscore	Pamela Stone, Rebecca Broad
<b>10. CIRCUIT DETAILS</b>	
<b>Circuit Name:</b>	Archerville Kartway
<b>Circuit Address:</b>	195 Pipers River Road, Turners Marsh, 7267
<b>Track Length:</b>	773 Metres
<b>Direction Of Racing:</b>	Clockwise
<b>Track Density:</b>	30
<b>Notice Board:</b>	Clubrooms
<b>Stewards Office:</b>	Rear of Clubrooms
<b>Mechanical Breakdown Lane:</b>	Will Be in use at this Meeting for repairs only
<b>Parc Fermé:</b>	In Grid , Out Grid, Trolley Bay, Scales Area

## 2. ADMINISTRATION

<b>1. COMPETITION GROUPS</b>	The Competition Groups listed below are permitted to compete at this Meeting. Competition Group names as listed in the 2019 Australian Karting Manual Competition Rules Chapter 5 Rule 7 must be used.		
<b>Competition Group</b>	<b>Eligible Classes for each Competition Group</b>		
<b>Cadet</b>	Cadet 12		Weight – As Per 2019 KA Rule Book
<b>Junior</b>	KA4 Light	KA4 Heavy	Weight – As Per 2019 KA Rule Book
<b>Senior</b>	Tas Combined		Weight – Light 320kg/330kg & Heavy 350kg/360kg
1.1 Senior Tasmanian Combined weight of 330kg (Rotax EVO) and 320kg (all other engines) for Light and 360kg (Rotax EVO) and 350kg (all other engines) for Heavy. This includes the two drivers and the teams kart weighed twice. See Section 5 for Additional Endurance Racing Requirement Section 3.2 and 3.3			
1.2 The minimum weight for the Senior Tasmanian Combined class consists of two Drivers and Kart without fuel.			
1.3 Once recorded the minimum weight for each driver in the Tasmanian Combined Class will be recorded and placed on a sticker on the Nassau panel. This sticker <b>MUST</b> remain in place at all times throughout the event and the kart <b>MUST</b> weigh more than this minimum at all times.			
<b>2. ENTRIES</b>			
2.1 ENTRIES OPEN:	TBA		
2.2 ENTRIES CLOSE:	Midnight 10/12/2019		
2.3 LATE ENTRIES:	Late entries will not be accepted.		
<b>3. ENTRY FEE</b>			
3.1 The Entry Fee for each Competition Group at this Meeting including GST and TDF is as follows:			
<b>Competition Group Name</b>	<b>Entry Fee</b>		
Cadet 12	\$35.00		

Juniors	\$45.00
Seniors	\$130.00 (Team of 2 Drivers)
<b>4. ENTRY PROCEDURE</b>	
4.1 Each Entry for this Meeting may be made using the CMS as follows:	
<ul style="list-style-type: none"> <li>Log on to your driver information via <a href="http://www.karting.net.au/">http://www.karting.net.au/</a></li> <li><b>PLEASE NOTE: Only ONE driver per team is able to enter on the CMS, a second driver is to be nominated by email to <a href="mailto:pst43786@bigpond.net.au">pst43786@bigpond.net.au</a> confirming Kart Number, Driver Name and Licence Number for the second driver.</b></li> <li>Click on the licence and entries icon ( top centre of the screen )</li> <li>Click on the “Enter a Race Meeting” icon</li> <li>Enter your log on details</li> <li>Under ‘My Details’ functions, choose ‘Pre Enter Race Meeting’</li> <li>Choose the State in which the Meeting is being held</li> <li>Choose the Club who is the Organiser of the Meeting</li> </ul>	
4.2 Payment of the Entry Fee can be made as follows: SecurePay ONLY via CMS	
<b>5. MINIMUM &amp; MAXIMUM ENTRIES</b>	
5.1 4 is the minimum number of pre-entries which must be received for each Competition Group.	
5.2 If insufficient entries are received for a Competition Group to form in its own right, the Competition Group <u>must be</u> consolidated in accordance with the Competition Rules Chapter 1 – Rule 9.	
5.3 Maximum entries will be in accordance with the track limits of thirty (30) karts.	
<b>6. BRING A MATE SESSION</b>	
6.1 A “Bring a Mate” session Will Not be conducted at this Meeting.	
<b>7. TEAMS COMPETITION</b>	
7.1 Teams Competition Will be conducted at this Meeting.	

### 3a. COMPETITION – No Oversubscribed Classes

<b>1. FORMAT OF RACING – TEAMS COMPETITION</b>		
1.1	<b>Format</b>	<p><b>Practice</b>          Cadets – 4 x 6 Minute Sessions          Juniors – 4 x 8 Minute Sessions          Seniors – 8 x 10 Minute Sessions, Four <b>PER</b> Driver in each team          Seniors – 2 x 5 Minute Sessions, One <b>PER</b> Driver in each team</p> <p><b>Qualifying</b>          Cadets – 1 x 6 Minute Session, with the gridding order being random.          Juniors – 1 x 6 Minute Session, with the gridding order being random.          Seniors – 2 x 6 Minute Sessions, One <b>PER</b> Driver in each team, with the gridding order being random.</p> <p><b>Race</b>          Cadets – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on.          Juniors – The grid will be determined by the times set by the fastest driver in qualifying with the</p>

		fastest to grid one, second to grid two and so on. Seniors – The grid will be determined by the average of the fastest times set by each of the Drivers in the team during their respective Qualifying sessions. The Team with the fastest average lap time from the two sessions will start from grid one, the Team with the second fastest average lap time will start from grid two and so on
1.2	<b>Race Distance</b>	Cadets – 30 Minutes ( <b>NO</b> pit stops to be undertaken) Juniors – 1 Hour, 10 Minutes (Includes minimum 1 x 8 Minute pit stop) Seniors – 4 Hours (Includes minimum 4 x 8 Minute pit stop)
1.3	<b>Permitted Classes</b>	Senior Tasmanian Combined will be the only class permitted to be raced as a team. Both Cadets and Juniors will be run with individual drivers.
1.4	<b>Team Nomination</b>	The Driver combination in each Team must be nominated to the Race Secretary by Midnight on the 11 <sup>th</sup> of December 2019.
1.5	<b>System of Gridding</b>	Cadets – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on. Juniors – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on. Seniors – The grid will be determined by the average of the fastest times set by each of the Drivers in team during their respective Qualifying sessions. The Team with the fastest average lap time from the two sessions will start from grid one, the Team with the second fastest average lap time will start from grid two and so on.
1.6	<b>Driver Change</b>	There will be no driver change in the Cadets and Juniors Endurance Race. A Driver change is only permitted to take place in the designated area between the in-grid and out grid. A minimum of four (4) Driver changes must take place between five (5) minutes after the beginning of the race and thirteen (13) minutes before the completion of the 4 hour Endurance Senior Race. Ingrid will be closed with 13 minutes to go in the Senior Enduro, the mechanical breakdown lane will be closed with 5 minutes to in all endurance races.
1.7	<b>Result Determination</b>	Finishing Positions when the Chequered Flag is displayed

## 2. DISTANCES

<b>Cadets</b>	30 Minutes	<b>Juniors</b>	70 Minutes	<b>Seniors</b>	4 Hours
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## 3. ACCESS TO CIRCUIT

3.1 Competitors will be permitted to enter the Circuit from 6:00AM on 14/12/2019

## 4. DRIVERS BRIEFING

4.1	<b>DATE:</b>	14/12/2019	<b>TIME:</b>	11:10AM	<b>LOCATION:</b>	Grassed Area In Front of Canteen
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4.2 - Please note that there will be a mini briefings held on the out grid for each individual racing group prior to the endurance race. This will be so officials can go into details with different things with each class.

## 5. FUEL

5.1 PULP is the only fuel permitted to be used at this Meeting.

5.2 Control Fuel Will Not be used at this Meeting.

## 6. TIMETABLE

6.1 Saturday 14/12/2019

	TIME	ACTIVITY
a)	6:00AM	Gates open
b)	8:00AM	Canteen opens
c)	8:04AM	Cadets Practice Begins

d)	8:13AM	Seniors Driver A Practice Begins
e)	8:26AM	Juniors Practice Begins
f)	8:37AM	Seniors Driver B Practice Begins
g)	9:00AM to 10:15AM	Entry Confirmation
h)	9:15AM to 10:30AM	Scrutineering (All Karts to be scrutineered)
i)	10:40AM to 11:05AM	Official Seniors Weigh-In
j)	11:10AM	Drivers Briefing
k)	11:32AM	Cadets Qualifying
l)	11:54AM	Juniors Qualifying
m)	12:18PM	Cadet Drivers to Grid / Class Briefing
n)	12:28PM	Cadets Endurance Race (30 Minutes)
o)	1:03PM	Seniors Driver A Qualifying
p)	1:19PM	Seniors Driver B Qualifying
q)	1:30PM	Cadets Presentations
r)	1:45PM	Junior Drivers to Grid / Class Briefing
s)	1:55PM	Juniors Endurance Race (1 Hour, 10 Minutes)
t)	3:10PM	Seniors Driver A Final Practice
u)	3:25PM	Seniors Driver B Final Practice
v)	3:35PM	Juniors Presentations
w)	3:50PM	Senior Drivers to Grid / Class Briefing
x)	4:00PM	Seniors Endurance Race (4 Hours)
y)	8:25PM	Seniors Presentations

**\*\*\*This timetable is subject to change at the discretion of the organisers and/or officials \*\*\***

## 7. TROPHIES AND PRIZES

7.1	Senior Endurance prizes include \$3000. Both Light and Heavy will receive \$1000 per team for first over the line. A bonus \$500 will go to the team who is the overall ultimate winner. Another \$500 will go to the team who is third overall winner from the two classes. Please see section 15.1 and 15.2 Additional Endurance Racing Requirements of these supplementary regulations on how these positions will be determined. Trophies will be paid first, second and third in both Senior Light and Senior Heavy classes.
7.2	Trophies will be paid for first, second and third in Cadet 12, KA4 Junior Light and KA4 Junior Heavy classes.
7.3	2x \$50 Wyllie Kart City Vouchers, 2x \$50 LKS Vouchers, 1x Bridgestone DR10 YRL ROK Tyres valued at \$251 for Juniors and 1x Bridgestone DR10 YRL ROK Tyres valued at \$240 for Cadets will be prizes that can be won via Random Draw for Cadet and Junior Drivers.
7.4	5 x \$100 Jailhouse Grill vouchers and 2 sets of Dunlop DFM dry tyres valued at \$274 will be prizes that can be won via Random Draw for all Senior Drivers.

## **3b. COMPETITION – Seniors Oversubscribed**

### 1. FORMAT OF RACING – TEAMS COMPETITION

1.1	<b>Format</b>	<b>Practice</b> Cadets – 2 x 5 Minute Sessions Juniors – 2 x 5 Minute Sessions
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		<p>Seniors – 12 x 5 Minute Sessions, Three <b>PER</b> Driver in each team once divided into odd and even race numbers</p> <p><b>Qualifying</b>          Cadets – 1 x 6 Minute Session, with the gridding order being random.          Juniors – 1 x 6 Minute Session, with the gridding order being random.          Seniors – 4 x 6 Minute Sessions, One <b>PER</b> Driver in each team once divided into odd and even race numbers</p> <p><b>Race</b>          Cadets – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on.          Juniors – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on.          Seniors – The grid will be determined by the average of the fastest times set by each of the Drivers in the team during their respective Qualifying sessions. The Team with the fastest average lap time from the two sessions will start from grid one, the Team with the second fastest average time will start from grid two and so on. The top ten teams in each the Light and Heavy division will automatically qualify for the 4 Hour Endurance race with the other teams moving into 40 Minute Repechage race. The top 5 teams in each the Light and Heavy division in the repechage race will then move forward to the 4 Hour race starting from grid 21 and so on.</p>
1.2	<b>Race Distance</b>	Cadets – 30 Minutes ( <b>NO</b> pit stops to be undertaken) Juniors – 60 Minutes (Includes minimum 1 x 8 Minute pit stop) Senior Repechage – 40 Minutes (Includes minimum 1 x 5 Minute pit stop) Senior Endurance – 4 Hours (Includes minimum 4 x 8 Minute pit stop)
1.3	<b>Permitted Classes</b>	Senior Tasmanian Combined will be the only class permitted to be raced as a team. Both Cadets and Juniors will be run with individual drivers.
1.4	<b>Team Nomination</b>	The Driver combination in each Team must be nominated to the Race Secretary by Midnight on the 11 <sup>th</sup> of December 2019.
1.5	<b>System of Gridding</b>	Cadets – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on. Juniors – The grid will be determined by the times set by the fastest driver in qualifying with the fastest to grid one, second to grid two and so on. Seniors – The grid will be determined by the average of the fastest times set by each of the Drivers in the team during their respective Qualifying sessions. The Team with the fastest average lap time from the two sessions will start from grid one, the Team with the second fastest average time will start from grid two and so on. The top ten teams in each the Light and Heavy division will automatically qualify for the 4 Hour Endurance race with the other teams moving into 40 Minute Repechage race. The top 5 teams in each the Light and Heavy division in the repechage race will then move forward to the 4 Hour race starting from grid 21 and so on.
1.6	<b>Driver Change</b>	There will be no driver change in the Cadets and Juniors Endurance Race. A Driver change is only permitted to take place in the designated area between the in-grid and out grid. Senior Repechage - A minimum of one (1) Driver change must take place between five (5) minutes after the beginning of the race and thirteen (13) minutes before the completion of the 40 minute Senior Repechage race. Ingrid will be closed with 13 minutes to go in the Senior Repechage, the mechanical breakdown lane will be closed with 5 minutes to in all endurance races. Senior Endurance - A minimum of four (4) Driver changes must take place between five (5) minutes after the beginning of the race and thirteen (13) minutes before the completion of the 4 hour Endurance Senior Race. Ingrid will be closed with 13 minutes to go in the Senior Enduro, the mechanical breakdown lane will be closed with 5 minutes to in all endurance races.



1.7	<b>Result Determination</b>	Finishing Positions when the Chequered Flag is displayed				
<b>2. DISTANCES</b>						
<b>Cadets</b>		30 Minutes	<b>Juniors</b>	60 Minutes	<b>Seniors</b>	Repechage – 40 Minutes Final – 4 Hours
<b>3. ACCESS TO CIRCUIT</b>						
3.1	Competitors will be permitted to enter the Circuit from 6:00AM on 14/12/2019					
<b>4. DRIVERS BRIEFING</b>						
4.1	<b>DATE:</b>	14/12/2019	<b>TIME:</b>	10:40AM	<b>LOCATION:</b>	Grassed Area In Front of Canteen
4.2 - Please note that there will be a mini briefings held on the out grid for each individual racing group prior to the endurance race. This will be so officials can go into details with different things with each class.						
<b>5. FUEL</b>						
5.1	PULP is the only fuel permitted to be used at this Meeting.					
5.2	Control Fuel Will Not be used at this Meeting.					
<b>6. TIMETABLE</b>						
6.1	Saturday 14/12/2019					
		<b>TIME</b>	<b>ACTIVITY</b>			
a)		6:00AM	Gates open			
b)		8:00AM	Canteen opens			
c)		8:00AM	Seniors Driver A Practice Begins			
d)		8:16AM	Cadets Practice Begins			
e)		8:24AM	Seniors Driver B Practice Begins			
f)		8:40AM	Juniors Practice Begins			
g)		8:00AM to 9:15AM	Entry Confirmation			
h)		8:15AM to 9:30AM	Scrutineering (All Karts to be scrutineered)			
i)		10:10AM to 10:35AM	Official Seniors Weigh-In			
j)		10:40AM	Drivers Briefing			
k)		10:59AM	Cadets Qualifying			
l)		11:10AM	Juniors Qualifying			
m)		11:21AM	Seniors Driver A Qualifying			
n)		11:43AM	Seniors Driver B Qualifying			
o)		12:05PM	Cadet Drivers to Grid / Class Briefing			
p)		12:25PM	Cadets Endurance Race (30 Minutes)			
q)		1:10PM	Cadets Presentations			
q)		1:25PM	Seniors Repechage			
r)		2:10PM	Junior Drivers to Grid / Class Briefing			
s)		2:20PM	Juniors Endurance Race (60 Minutes)			
t)		3:35PM	Juniors Presentations			

u)	3:50PM	Senior Drivers to Grid / Class Briefing
v)	4:00PM	Seniors Endurance Race (4 Hours)
w)	8:25PM	Seniors Presentations

**\*\*\*This timetable is subject to change at the discretion of the organisers and/or officials\*\*\***

#### 7. TROPHIES AND PRIZES

7.1	Senior Endurance prizes include \$3000. Both Light and Heavy will receive \$1000 per team for first over the line. A bonus \$500 will go to the team who is the overall ultimate winner. Another \$500 will go to the team who is third overall winner from the two classes. Please see section 15.1 and 15.2 Additional Endurance Racing Requirements of these supplementary regulations on how these positions will be determined. Trophies will be paid first, second and third in both Senior Light and Senior Heavy classes.
7.2	Trophies will be paid for first, second and third in Cadet 12, KA4 Junior Light and KA4 Junior Heavy classes.
7.3	2x \$50 Wyllie Kart City Vouchers, 2x \$50 LKS Vouchers, 1x Bridgestone DR10 YRL ROK Tyres valued at \$251 for Juniors and 1x Bridgestone DR10 YRL ROK Tyres valued at \$240 for Cadets will be prizes that can be won via Random Draw for Cadet and Junior Drivers.
7.4	5 x \$100 Jailhouse Grill vouchers and 2 sets of Dunlop DFM dry tyres valued at \$274 will be prizes that can be won via Random Draw for all Senior Drivers.

#### 4. CIRCUIT SPECIFIC REQUIREMENTS

<b>1.</b>	<b>PADDOCK ALLOCATION</b>
1.1	Paddock allocation Will Not occur for the Meeting
<b>2.</b>	<b>MEDICAL SERVICES</b>
2.1.	Any Medical assistance that is required outside of the operating hours when Kart's are not on the Race Track please contact 000. The address to give to the Emergency Services is:
	Archerville Kartway
	195 Pipers River Road, Turners Marsh, 7267
<b>3.</b>	<b>KART RETRIEVAL</b>
3.1.	Pit Crew with trolleys Will be given access to the Circuit during Racing only when under Full Course Yellow and when they are instructed to do so by an Official.
3.2.	Retrieval of Karts is at the discretion of the Clerk of the Course
3.3.	Pit Crew must only enter the Circuit when permitted by the Grid Marshal or the Clerk of the Course and then only if wearing a <b>HIGH VISIBILITY SAFETY VEST</b> on the upper torso.
3.4.	Karts can be retrieved via the in- grid gate.
<b>4.</b>	<b>ADDITIONAL VENUE REQUIREMENTS</b>
4.1.	Subject to any applicable laws which may govern the access of animals, including but not limited to guide dogs, no animals are allowed anywhere within the facility.
4.2.	No dumping of Fuel or Tyres, please make your own arrangements.
4.3.	No unlicensed driving of motor vehicles permitted at the circuit.
4.4.	No motorised scooters, mini bikes, roller blading, skateboards, bicycles and tricycles allowed at the complex during the entire Meeting. Officials may confiscate any such items for the duration of the Meeting.
4.5.	Marquees are not to be erected without consent of the Club.
4.6.	Camping is permitted for this race meeting. Please contact Stuart Lee (0400 793 921)



## 5. ADDITIONAL ENDURANCE RACING REQUIREMENTS

<b>1.</b>	<b>CADETS</b>
1.1	This division is in accordance with the Cadet 12 Class Rules – Chapter 1 and Chapter 3 i) Licence Requirements A) Must hold a <b>maximum</b> of an A Grade Cadet Licence. B) Must hold a <b>minimum</b> of a D Grade Cadet Licence.
<b>2.</b>	<b>JUNIORS</b>
2.1	This division is in accordance with the KA4 Class Rules – Chapter 5 i) Licence Requirements A) Must hold a <b>maximum</b> of an A Grade Junior Licence. B) Must hold a <b>minimum</b> of a D Grade Junior Licence.
<b>3.</b>	<b>SENIOR TASMANIAN COMBINED</b>
3.1	This division is in accordance with the TaG 125 Restricted Class Rules – Chapter 12 and KA3 Class Rules – Chapter 6 with the only amendments being the Licence Requirements. i) Licence Requirements A) Must hold a <b>maximum</b> of an A Grade Senior Licence. B) Must hold a <b>minimum</b> of a D Grade Senior Licence.
3.2	Senior Light Weight – 320kg for all other engines, 330kg for Rotax Evo (this weight includes the kart weighed with each driver individually.) <b>Example (All Other Engines)</b> Driver A weight 70kg + Kart weight 85kg = 155kg Driver B weight 80kg + Kart weight 85kg = 165kg Overall Total – 320kg  <b>Example (Rotax EVO)</b> Driver A weight 70kg + Kart weight 90kg = 160kg Driver B weight 80kg + Kart weight 90kg = 170kg Overall Total – 330kg
3.3	Senior Heavy Weight – 350kg for all other engines, 360kg for Rotax Evo (this weight includes the kart weighed with each driver individually.) <b>Example (All Other Engines)</b> Driver A weight 85kg + Kart weight 85kg = 170kg Driver B weight 95kg + Kart weight 85kg = 180kg Overall Total – 350kg  <b>Example (Rotax EVO)</b> Driver A weight 85kg + Kart weight 90kg = 175kg Driver B weight 95kg + Kart weight 90kg = 186kg Overall Total – 350kg
3.4	Maximum Kart weight for Senior Heavy a) KA100 Engine – 97kg b) All other Engines – 102kg
<b>4.</b>	<b>MINIMUM NUMBER OF DRIVERS &amp; TIME OF DRIVING</b>
4.1	A maximum of one (1) driver must be present in order to compete in the Cadet endurance race.
4.2	A maximum of one (1) driver must be present in order to compete in the Junior endurance race.
4.3	Two (2) drivers per team must be present in order to compete in the Senior endurance race.
4.4	Each driver in the Senior Repechage must complete a minimum of 15 minutes on track in the 40 minute race.
4.5	Each driver in the Senior race must complete a minimum of 1 Hour and 15 minutes (75 Minutes) on track in the 4 Hour Enduro. No driver in the Senior race may compete more than 1 Hour (60 Minutes) of consecutive driving.
<b>5.</b>	<b>RACE STARTS</b>

5.1	All endurance races will begin with a standing start - Refer to: Competition Rules Chapter , Section 22 Rule e.
5.2	Drivers will complete 1 (one) rolling lap and formation lap prior to stopping on the grid in there allocated grid position.
5.3	When the starter is satisfied with the grid order and the Karts are stationary on the starting grid the starter will switch on red or yellow light. The start signal will be the light switch being switched off not less than three seconds and not more than five seconds after the red or yellow light has been switched on, at which point the race will start.
<b>6.</b>	<b>COMPULSORY PIT STOP (CPS)</b>
6.1	There will be no compulsory pit stops during the Cadet endurance race.
6.2	Drivers must undertake a minimum of one (1) compulsory pit stop of eight (8) minutes of duration in the Junior endurance race.
6.3	Teams must undertake a minimum of one (1) compulsory pit stops of five (5) minutes of duration in the Senior Repechage Race, Pit stops will only count to the Teams tally under pit open conditions.
6.4	Teams must undertake a minimum of four (4) compulsory pit stops of eight (8) minutes of duration in the Senior endurance Race, Pit stops will only count to the Teams tally under pit open conditions.
6.5	Any compulsory pit stops must be undertaken more than five (5) minutes after the Start of the race and be completed more than five (5) minutes prior to the end of the race.
6.6	Additional pit stops may be undertaken by a Team at any time when the Pit Entry is Open.
6.7	If the Pit Entry is closed by a Full Course Yellow drivers will be unable to complete a compulsory pit stop.
6.8	All Karts and drivers are required to be weighed at every compulsory pit stop.
<b>7.</b>	<b>REFUELING</b>
7.1	Re-fueling and the use of oils will only be permitted in the designated area.
7.2	Drivers and Mechanics are not permitted to use a spark generating device in the designated area (eg Jump Battery).
<b>8.</b>	<b>TYRES</b>
8.1	Cadets will be permitted a maximum of one (1) set of Bridgestone DR10 YJL dry tyres and a maximum of one (1) set of Bridgestone WEK YFD wet tyres for the duration of the meeting.
8.2	Juniors will be permitted a maximum of one (1) set of Bridgestone DR10 YLR ROK dry tyres and a maximum of one (1) set of Bridgestone WER YLP wet tyres for the duration of the meeting.
8.3	Seniors will be permitted a maximum of one (1) set of Dunlop DFM dry tyres and a maximum of two (2) sets of Dunlop KT14W13 wet tyres for the duration of the meeting.
8.4	All tyres will be marked at the completion of Qualifying by scrutineers.
<b>9.</b>	<b>PIT ENTRY / PIT EXIT</b>
9.1	Speed limit in the pit entry and pit exit will be restricted to a walking pace.
<b>10.</b>	<b>FULL COURSE YELLOW</b>
10.1	When the order is given to neutralise the race, all flag points will display yellow lights / waved yellow flags. <ol style="list-style-type: none"> <li>i) The order to neutralise the race will be the words "Full Course Yellow".</li> <li>ii) A "Slow" board (yellow board with the word "slow" written in black) will be displayed at the Control Line and generally one other location around the circuit.</li> <li>iii) The competition number of the Kart leading the race will also be displayed at the Control Line.</li> <li>iv) These will be displayed until immediately before racing commences under Lights out conditions.</li> </ol>
10.2	When the full course yellow order is given, yellow lights / yellow flags are displayed. A number board will be shown at the control line displaying the number of the lead kart: <ol style="list-style-type: none"> <li>i) Stop racing, slow down (Refer to: Competition Rules Chapter 2 Rule 4 d) and line up behind the lead kart in single file.</li> <li>ii) Overtaking is strictly forbidden.           <ol style="list-style-type: none"> <li>1) The sole exception to this is if a Kart slows down because of a serious problem and cannot keep up.</li> </ol> </li> </ol>

	iii) Once the line has formed and it is safe to do so, Drivers are permitted to weave on the straights to keep their tyres warm.
10.3	During the neutralized laps, the leading kart will dictate the pace of the other karts. All drivers should drive at a consistent, moderate speed. i) All the other Karts must remain in a tight single file formation with one (1) kart length between each kart. ii) Unless otherwise approved by the Clerk of the Course, only karts with an obvious problem may enter the mechanical breakdown lane during the neutralisation. 1) They may re-join the track only when authorised to do so by an Official. iii) A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart and must remain in that position.
10.4	When the Race Director or Clerk of the Course decides to end the neutralisation, they will order that the yellow lights be switched off and yellow flags be held immobile. i) This will be the signal to the Drivers that the race will resume the next time that the karts cross the start / finish line. ii) The leading kart will continue to set the pace, at a consistent, moderate speed.
10.5	Once the field is neutralised a driver who may be stopped on the circuit can receive assistance to have their kart retrieved or removed from the circuit. Any assistance must be under the direction of a designated Official.
10.6	If a driver receives outside assistance, or the driver alights from their kart they will be eligible to restart as per Competition Rules Chapter 1, Rule 23 d.
10.7	The Race Director or the Clerk of the Course will give the instruction to the Starter for the resumption of the race. i) The Starter will give a green flag to indicate the resumption of racing. ii) Drivers may accelerate only after the green flag has been waved at the start / finish line. iii) Overtaking is prohibited until your kart has crossed the start / finish line. The sole exception to this is if a kart slows down because of a serious problem
10.8	Each lap completed during the neutralisation will be counted as a race lap. If the race finishes during the neutralisation, the karts will take the chequered flag as usual.
10.9	Pit Entry is Closed under a Full Course Yellow situation. i) If a kart enters pit lane before full course yellow begins. - Normal pit lane rules apply and the kart is allowed to make a driver change and re fuel as normal. ii) If a kart enters the mechanical breakdown lane after a full course yellow period has begun. - This stop will not be counted towards their compulsory pit stops. The kart will be held at pit exit until the field has been compressed and the Clerk of the Course deems it is safe to rejoin at the rear of the field.
10.10	On a race restart a kart must complete one (1) full lap of lights out racing after crossing the start / finish line before a compulsory pit stop can occur.
<b>11.</b>	<b>RACE STOPPAGE PROCEDURE</b>
11.1	A race may in extreme circumstances be stopped by the Clerk of the Course by using red flags/lights.
11.2	When a race is stopped it must be restarted over the remaining time / number of laps as determined by the Chief Timekeeper and approved by the Stewards of the meeting unless: i) At least 75% of the race is completed by the leading kart, in which case the race may be declared and finishing positions awarded according to positions at the last recorded lap of the lead kart as determined by the Chief Timekeeper. ii) Any kart which is stationary on the track when the competition was stopped will not be classified as a finisher.
11.3	Any competitor who is stationary on the track when the race is stopped will not be permitted to compete in the restart of the race. This is not subject to protest or appeal.
11.4	Any competitor who is in any part of the pit area, other than the paddock area, when the race is stopped will be permitted to re-join the race from the pit lane exit if the race is restarted. Such karts will be placed behind any kart which was on the track when the race was stopped.
11.5	During a red flag stoppage, all karts will be under Parc Ferme conditions.
11.6	No adjustments or repairs are permitted to a kart between the time a race is stopped and prior to the restart of the race.
11.7	Drivers will remain under the direction of the Clerk of the Course.

11.8	A kart which is considered by the Chief Scrutineer to be unsafe will not be permitted to compete in the restart of the race.
11.9	Any compulsory pit stop being completed at the time of a race stoppage will be paused and the remaining time required to be completed should the race resume.
<b>12.</b>	<b>ON TRACK ASSISTANCE</b>
12.1	Each team will need to provide track / recovery helpers throughout the race to assist the retrieval of karts when required. These helpers will be required to wear a <b>HIGH VISIBILITY SAFETY VEST</b> before entering the circuit.
<b>13.</b>	<b>RACE STOPPAGE PROCEDURE</b>
13.1	Penalty and infringement notices are issued to the driver, or drivers responsible. Any penalty must be undertaken by the team that the responsible drivers are nominated for.
13.2	Recommended Minimum Penalties <ul style="list-style-type: none"> <li>a) Exceeding the pit lane speed limit – A drive through penalty per offence.</li> <li>b) Failure to take the minimum number of pit stops – A five (5) lap penalty applied post-race per offence.</li> <li>c) Failure to stop for the minimum time required in a compulsory pit stop – A five (5) lap penalty applied post-race per offence.</li> <li>d) Careless Driving – Drive through penalty per offence.</li> <li>e) Reckless Driving – Determined by a stewards hearing.</li> <li>f) Dangerous Driving – Determined by a stewards hearing.</li> <li>g) Entering the circuit unauthorised – Exclusion for the qualifying session, race and / or event.</li> <li>h) Exceeding the driving limit – A five (5) lap penalty applied post-race per offence.</li> <li>i) Pitting under safety kart – Must re-take the stop under pit lane open conditions.</li> <li>j) Pitting under pit lane closed conditions - Must re-take the stop under pit lane open conditions.</li> <li>k) Overtaking under full course yellow – A drive through penalty per offence.</li> <li>l) Unsafe driving under full course yellow – A five (5) lap penalty post-race per offence.</li> <li>m) Failure to refuel in designated area – Exclusion from the event.</li> <li>n) Underweight at a pit stop – One minute extra during a pit stop per kilo underweight. Eg 0.5kg overweight will equal a one minute penalty.</li> </ul>
13.3	Drive Through Penalty <ul style="list-style-type: none"> <li>a) If a driver is required to complete a drive through penalty, a Black and White with diagonal flag will be shown, together with the kart number will be displayed to the driver.</li> <li>b) The driver must enter the in grid safety, prior to or immediately following the completion of the next lap. They will then be required to stop on the in grid, alight from the kart, place their kart on the out grid and return to the circuit when directed that it is safe to do so.</li> <li>c) A drive through penalty cannot be completed in conjunction with a compulsory pit stop.</li> <li>d) The flag shall not be displayed on either the penultimate lap of the last lap of the race.</li> </ul>
<b>14.</b>	<b>FINISHING</b>
14.1	The race will be considered to have ended when the leading kart receives the chequered flag as it crosses the finish line on the track the first time it crosses the control line after the time detailed in the Supplementary Regulations plus one (1) lap.
14.2	When the first kart crosses the finish line to receive the chequered flag, the pit lane exit will be considered closed and a kart is not permitted to proceed onto the race track.
14.3	The finishing order in the race determines the winning positions in the race and any divisions.
14.4	To be classified as a finisher, and in addition to the provisions of Competition Rules Chapter 1, a kart must traverse its last lap in the two (2) minutes or less of the first kart receiving the chequered flag.
<b>15.</b>	<b>TEAMS</b>
15.1	There will be a draw at driver briefing to join a Cadet, Junior, Senior to become a team. Each team will then have their finishing positions added together to get a winner.
<b>16.</b>	<b>OVERALL WINNER - Seniors</b>
16.1	An overall winner for the Senior Endurance race will be determined as follows. The fastest qualifying time for Senior Light and Senior Heavy will be divided into the total amount of seconds of the endurance race, not including the three compulsory pit stops. This will then give a total of how many laps each weight division should complete if they are at

	the speed of the qualifying time for the whole race. Once this is determined you must subtract the total amount of laps for the light class away from the heavy class which will then give you a total of how many laps the Senior Light winner should finish in front of the Senior Heavy winner. <b><u>See Example Below</u></b>
16.2	<p><b><u>Example</u></b></p> <p>Senior Light Fastest Qualifying Time – 36.101 Senior Heavy Fastest Qualifying Time – 36.899</p> <p>208 Race minutes x 60 second per minute = 12,480 race seconds</p> <p>Senior Light 12,480 divided by 36.101 = 345.696 race laps should be completed Senior Heavy 12,480 divided by 36.899 = 338.220 race laps should be complete</p> <p>This meaning that the Senior Light winner should finish 7.476 Laps in front of the Senior Heavy winner.</p> <p>So if after the 4 hour race the Senior Light winning team completes 333 race laps and the Senior Heavy winning team completes 327 race laps the Senior Heavy team will be the overall winner and receive the \$500 bonus. Second place would then be awarded to Senior Light. Second place in both divisions would then use the above method to see who would finish third overall and win \$500.</p>

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