

CHAPTER 50 - AUSTRALIAN CIK BASED CLASSES AND NATIONAL CHAMPIONSHIP REGULATIONS

50.1 This chapter is in two parts, firstly, the introduction and class specific regulations and secondly, the Championship Rules.

In this Chapter, organiser, organisers, organising body and promoter mean the AKA unless the NKC on recommendation of the IKC approve otherwise.

50.2 Preamble:

In 2009 one CIK/FIA class of Formula KF2 will be raced in Australia as a National Championship Class.

This class will be raced in Australia to provide the necessary experience for Australian drivers and manufacturers to compete competitively in CIK International events. To this end, the CIK class will be raced as close to CIK/FIA International Technical and Race Regulations that local conditions will permit. The NKC may from time to time publish any alterations to the Championship Regulations or Chapter 50, as may be required. The Championship Regulations in this chapter do not apply to any competition other than CIK classes at rounds of their Australian Championships.

Rule 20.11 does not apply to Chapter 50.

50.3 CIK Classes in Australia:

The following CIK class is raced in Australia in calendar year 2009: Group 2: KF2

The class will be conducted in accordance with the CIK/FIA Technical Regulations, unless otherwise stated in this Chapter.

50.4 Tyres:

The tyres used by the KF2 class in Australia will be a control tyre used by all competitors as supplied by the organisers.

Five sets of slick and two sets of wet tyres only, will be available for round one, and for the remaining rounds, the tyre availability and use will be only two sets of slick and two sets of wet tyres as declared by the track conditions at each round.

Slick and wet tyres must have some form of bead retention with 3 screws minimum in the outside of the wheel rim.

50.5 Wheels: as per CIK Technical regulations 2.22.1 – Rims

The use of rims complying with the CIK-FIA technical drawing No. 4 is compulsory:

1. Diameter of coupling for tyres: for 5 inch rims: 126.2 mm with a tolerance of +/-1.2 for the circumference with the hump and a tolerance of -1 for the diameter of rims with screws.
2. Width of the tyre housing: 10 mm minimum.
3. External diameter for 5 inch rims: 136.2 mm minimum.
4. Radius to facilitate the balance of the tyre in its housing: 8 mm.
5. Maximum pressure for assembly: 4 Bar.
6. Tyre burst resistance test with fluid at an 8 Bar pressure.
7. This rim must be manufactured in accordance with the appended technical drawing No. 4.

The diameter of the rim must be 5" maximum

50.6 Homologated Engines and Modifications:

Only one engine type/brand shall be used for the series with its homologated exhaust and

carburetor.

The engine must be purchased from the AKA.

Limited engines will be available for lease from the AKA should an engine fail/seize during the event.

Engines will be provided to the competitor already sealed, however this does not relieve the competitor from supplying the engine for scrutineering. From the time of supply of the engine to the competitor, the competitor is responsible for the engine including ensuring the seal is attached and intact.

Competitors may nominate an engine builder that will be responsible for the maintenance of their engine throughout the season. A log book must be filled out every time a seal is broken between events, with all modifications duly noted. Approval must be sought from the series tech officer before any maintenance work is carried out. Failure to do so will deem the engine illegal.

The engine must be left in standard condition, no machining of any surface (except for the bore) is allowed.

The only maintenance allowed is to change the reed petals, gaskets, piston/ring, little end bearing, little end cage and circlips.

The reed block must be as standard.

No modifications of any sort are allowed to the clutch and it must be run in standard condition.

All engines and components must be run out of the box except as stated under these regulations.

50.7 Weights:

Minimum racing weight: 165kg

Minimum weight of the kart alone (without fuel): 65kg;

50.8 Chassis:

CIK homologated or AKA homologated or registered.

As per CIK regulations, Lateral bodywork (i.e. side pods,) Nassau panel, and front fairings are obligatory.

50.9 Brakes:

Front brakes are optional as per CIK KF2 Regulations

50.10 Radiator: Minimum 19 cooling tubes

50.11 Air Box: Is restricted to the KG Unit as supplied by the AKA. It is the competitors responsibility to purchase and use the AKA supplied unit.

50.12 Battery: 12V-7.2A/h as supplied with engine

50.13 Non-tech items and legal additions: As per Chapter 25.21

50.14 Noise: As per Chapter 24. Permitted noise level is 100db.

50.15 Other:

For clarification of any technical references in Chapter 50, refer to the CIK/FIA Technical

Regulations in the current CIK/FIA Karting Yearbook or available on <http://www.ausecikchampionship.com/> or the CIK/FIA website.

Championship Regulations

Australian Championships for CIK Classes

Article – 1

The Australian Karting Association will organise an Australian Championship for drivers in Formula KF2. These rules are formulated for the CIK classes to compete within a National championship under rules similar to International competition. Rules specific to the championships for the CIK classes are contained in these Championship Regulations. Where the Championship rules are in conflict, or otherwise, with the National Competition Rules the Championship rule shall take precedence over any similar rule found in the National Competition Rules. These rules may be modified, from time to time, by the National Karting Council on recommendation of the International Karting Committee.

The Championship is being conducted with the following objectives:

- [a] To conduct a National championship series that provides competitors with experience for international competition in the CIK classes.
- [b] To be a vehicle to promote the CIK classes, and international karting competition, on a National basis.
- [c] The Championship should be viewed as the pre-eminent karting competition within Australia second only to the CIK/FIA Oceania Championships.
- [d] The conduct of the Championship events within the race meetings should be the benchmark for quality in karting administration, promotion and operation of race meetings. In achieving this it is hoped to improve the experience, attitude and standard of karting officials on a national basis.
- [e] The Championships should be commercially attractive to sponsors.

Article 2 – Events

The Championship will be contested over four rounds in each of the states of Queensland, Victoria and New South Wales in 2009. The classification of the Australian Championship will be established through the results obtained by the Drivers in all rounds of the Australian Championships. All rounds will be open to authorised drivers holding the appropriate International or National Licence. (See Article 9).

Round 1: 30/31 May 2009 Newcastle (NSW State Championship)

Round 2: 26/27 June 2009 VACC Park (Vic State Championship)

Round 3: 6/9 August 2009 Raleigh

Round 4: 24/25 October Ipswich (QLD State Championship)

Article 3 – Organisation

The events will be conducted under the International Sporting Code of the FIA, the National Competition Rules of The Australian Karting Association, these Championship Regulations for the Australian Championships for the CIK Classes and such supplementary regulations further addendum's and bulletins as may be issued by, or in conjunction with, the organising body of each race meeting.

The organisers reserve the right to issue Supplementary Regulations and/or instructions to entrants and/or drivers and these shall be of the same effect as these regulations.

Article 4

All the concerned parties: officials, promoters, entrants and drivers may only participate in the Australian Championships for CIK Classes on the condition that they respect all texts and documents which govern it.

Article 5

The right to associate the name of a commercial company, organiser or brand with the Australian Championship for CIK Classes is exclusively reserved for the series organiser, the Australian Karting Association.

Article 6 – Additional Classes

The AKA is the promoter of the Championship series and of each round of the series. The AKA, have entered into agreement with IKD to co-promote these events.

Article 7 – Registration

Entry in the Championships point score will be by registration only. All entrants at all rounds are required to register. The Championship encourages drivers to compete in all rounds, however registration after the first round will be accepted. Championship points are allocated to individual drivers and are not transferable between drivers. Registration for the Championships will open on the 1st January. When registering, competitors will nominate a preferred race number (one or two digits only), which they shall retain for all rounds of the Championship. Numbers 1, 2 and 3 will be reserved for 2009 with other numbers otherwise allocated with preference given to order of receipt of registrations.

Article 8 – Fees

There is no fee to register for the championship. Competitors will pay an entry fee per round.

Article 9 – Eligible Competitors

The championship events are restricted to drivers holding, at the time of competition, the appropriate licence for that class and the endorsement of a licensed team.

KF2 International B grade licence or AKA A grade licence or AKA A grade Provisional via R13.18.3 or New Zealand A grade.

Article 10 – Entries

Engines will be released to competitors once full payment has been made.

Article 11 – Circuits and Practice

No practice is allowed on the Monday to Friday (inclusive) prior to each event unless it forms part of the meeting as notified in the sup regs. The track will be closed to karts after last race on Saturday. The only variance to these times will be stated in the Supplementary Regulations if so required.

Article 12 – Parc Ferme

The area of Parc Ferme includes, but is not limited to, the in and out grids, the weigh scales, the mechanical breakdown lane, the full track area with the safety fence and such other areas nominated in the supplementary regulations or notified by addendum or bulletin. Only persons with correct passes may enter parc ferme as per the official timetable. Only the driver and one designated approved mechanic per entry may enter parc ferme. Controls

are in place as to the nature of equipment and materials that may be brought into parc ferme. These controls are communicated by the event regulations and will be interpreted and enforced by the responsible parc ferme officials.

Article 13 – Scrutineering

Administrative checking and scrutineering will take place as nominated in the supplementary regulations. All karts must be presented at scrutineering before participating in official practice.

All engines must be entered on the technical passport prior to timed practice. At Technical passport inspection, each driver must present the equipment listed on the technical passport issued and it will be checked, marked and sealed in such a way as to be identifiable at any moment during the race. The entrant is required to have completed the Technical Passport. Race numbers and sponsors stickers are required to be in place for the competition. The placement of official sponsor's stickers on the bodywork of competing karts is compulsory when so advised. The entrant must present the engine log book when requested.

Article 14 – Driver's Briefing

Driver's briefing will take place at a location and time to be nominated in the additional supplementary regulations or as announced on the events public address prior to the meeting. It is compulsory for the driver to attend all drivers briefings. Drivers who fail to attend a briefing or sign the attendance sheet will be referred to the stewards for penalty.

Article 15 – Telemetry and Data Logging

The use and/or fitting of telemetric equipment is prohibited during official practice and racing.

The use of data logging equipment is permitted during official practice and racing.

The AKA may require the fitment of technical equipment for the purpose of data logging to ensure the conformity of the clutch.

Article 16 – Medical

As per R3.26.

Article 17 – Championship Officials

Series Officials:– Series Chief Steward , Series Co-ordinator, Clerk of Course, and Chief Scrutineer/ Technical Officer.

Judges of Fact

The judges of fact at each round are the starter, chief scrutineer, weigh marshal, chief lap scorer, grid marshal, noise marshal and chief timing officer. The grid marshal shall be the judge of fact from the time of calling the entrants to the out grid until all of the competitors are under their own power on the track. All karts are under starting orders from the moment they leave the grid gate to the start of the race. The Starter shall be the judge of fact while under the starting orders and the Starter will determine competitors who break the start order, impede, delay or unduly affect the start procedure. The Chief Lap scorer shall be the judge of fact as to the number of laps completed and the finishing order of any event. The Weigh Marshal shall be the judge of fact as to the measured weight of any kart and driver at the completion of any event. The Scrutineer/ Technical Officer shall be the judge of fact as to the technical compliance of any kart. The noise marshal's duties are set out in rule 24. The starter shall also be the noise marshal.

Article 18 – Fuel and Lubricants

The CIK classes will not use a control fuel for the Championships. Fuel regulations will be listed in the regulations for each round.

Article 19 – Equipment

Karts (chassis) must comply with either the current Australian Karting Association Technical Regulations or the current CIK/FIA International Karting Regulations and be either CIK homologated or AKA Registered approved and/or homologated, excluding the following rules from Article 2 of the International Regulations;

Rule 19 – Noise

Rule 26 -Timing Equipment

Rule 21 - Fuel

Rule 24 - Racing Numbers

(Note: Compliance with the CIK/FIA IKR will require the use of homologated equipment and components where referenced.)

The name of the driver shall appear in a visible position on the outside of the bodywork. In the interest of promotion of CIK competition and the sport, entrants must present themselves and their equipment in a clean, maintained and professional manner at all times.

Number plates will be black numbers on yellow background for seniors.

Article 20 – Changing of Equipment

Notice of any change of equipment must be notified to the Technical Officer /scrutineer before the start of any race or timed practice. Equipment, as entered on the technical passport, may be used at the entrant's discretion with the approval of the Technical Officer/ scrutineer. The change of chassis, engine or tyres is forbidden during the starting procedure and between the start and finish of any race unless the race is stopped and then declared a wet race.

Article 21 – Tyres

All tyres will be marked.

Competitors must use there allocated tyres as described:

Slick tyres: 2 front tyres and 2 rear tyres for Qualifying Practice and the Qualifying Heats. 2 front tyres and 2 rear tyres for the final phase (Final 1 and Final 2). Eg Competitors can only use one set of tyres for the Qualifying Practice and Qualifying Heats and must fit there second set of tyres for the two Finals.

Replacement Tyres: In case a slick tyre is punctured during Qualifying Practice or Heats , a driver will be allowed a spare tyre (one of the tyres used during the non Qualifying Practice. For the 2 Finals a spare tyre is a tyre from Qualifying Practice and Heats.

Wet Tyres: 4 front tyres and 4 rear tyres for Qualifying Practice, Qualifying Hetas and the two Finals. Eg Competitors may use there wet weather tyres at any stage during the meeting.

A set of tyres comprises two front and two rear tyres of the same approved make and type.

Please note: All competitors will only be allowed to purchase a maximum of five sets of tyres per round. Three of these sets are for pre event/event practice; with the remaining two sets being used for the competition phase.

Article 22 – Tyre Pooling

Tyre pooling and impounding will not be employed in 2009.

Article 23 – Timed Qualifying Practice

Timed qualifying will be conducted using the AMB, or other CIK/FIA Group approved timing system. Transponder units must be fitted in purpose made AMB holders unless otherwise approved. The fastest lap time for each driver will determine their position on the grid for the heats. In the event of a tie, the fastest lap/laps will determine position. If no time is recorded for a driver they shall take the start in the heats at the rear of the grid. If several drivers are in that situation their starting positions shall be decided by drawing lots. Any driver who does not record a time is not eligible for a re-run unless in the opinion of the Stewards, the transponder was faulty. A competitor who fails to register a qualifying time as result of a faulty transponder or through the fault of the organisers, must be given a complete timed session. If it was the first or only qualifying session, the competitor may fit new tyres at his/her own expense and with the approval of the Stewards. When a transponder system is in use at race meetings for qualifying and/or lap scoring, it is the drivers responsibility to obtain their allocated transponder, correctly fit it to the kart and return it to the organisers. If a competitor is deemed to be underweight in a session they shall receive a time penalty of the slowest qualifying time for their class plus one second.

Article 24 – Starts

A rolling start shall be given by means of light signals. Should the lights fail, the national flag shall be used. The grid shall be made up of two lines of karts arranged in the order of the best times set during official timed practice, or the order of points obtained in the heats, or in the order of arrival position of the first final.

Article 24.1 – Rolling Start Procedure

From the moment the starter signals for the karts to be released, the drivers are under “starters orders” and may not received any outside assistance for repairs or other adjustments to their equipment while on the track.

From the moment the start procedure commences, race conditions apply. Wherever a kart is on the track it is forbidden to receive any assistance, other than to remove the kart to a place of safety.

A line will be painted 25 m before the start line and it is FORBIDDEN to accelerate before the front row of the grid has crossed this line. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards. If a driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the whole field. He/she shall start again from the back of the formation. Should he/she try to start ahead of the field in the hope that the leading drivers overtake him, he/she would be shown the black flag and be excluded from that Race.

A driver who is delayed will have the possibility of regaining his/her grid position only if this manoeuvre does not impede other drivers. In order to regain one’s position, it is forbidden to use any course other than the track used during the Race.

If he/she considers that a driver has been immobilized as a result of another driver’s mistake, the Clerk of Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position.

At the end of the formation lap drivers will approach the start line at slow speed and in two lines.

No lights will be on. No kart may accelerate before crossing the yellow line and before the green light is turned on. If the starter is happy with the formation he/she will give the start by switching on the green light. If he/she is not happy with the formation he/she will switch on the orange light, which means another formation lap must be covered.

Article 25 – On Track Safety

Any obstructive manoeuvre carried out by one or several drivers, with or without common interests, is prohibited. The driver of any kart leaving the race shall signal his/her intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit. It is forbidden to use any route other than the track used for the race to gain/regain a place.

Whilst practicing or competing, karts shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify. The track is the portion of the sealed surface between and including the white edge lines.

Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as practical so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the officials to assist, but only if this may be done without prejudice to their normal duties.

During practice sessions and the race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be exclusion from the race, or the relevant practice session, and such other penalty as the stewards may apply. In no circumstances may a vehicle travel in a direction opposite to that of the event.

Article 26 – Mechanical Breakdown Lane

Refer Rule 17.10. From the time the race ends (chequered flag is given to the lead kart) any kart in the mechanical breakdown lane undergoing repairs has three minutes to restart and cross the finish line, to be classified as a finisher.

Article 27 – Restarting

Restarting of a kart is permitted during practice and racing. A driver should only attempt to restart a kart if it can be done with safety and without unduly hindering other competitors. Any driver not respecting this rule may be directed to remove his/her kart from the track to a place of safety.

Article 28 – Stopping the Race

If deemed necessary to stop the race due to an accident circuit blockage or because of weather conditions or other conditions make it dangerous to continue, a red flag will be displayed at the start line – all karts will return slowly to the in grid/parc ferme/service park. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

(a) If less than 2 laps have been covered, the original start will be deemed null and void. A new start will be given. For the restart, the grid used will be the one drawn up for the first start, with the Drivers allowed to take the restart in their original grid positions. Unoccupied places on the grid shall remain vacant.

(b) If more than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps), the race will be restarted. The length of the race will be the original number of laps less the number already completed. Those Drivers having crossed the Finishing Line at the end of the lap on which the race was stopped, and

those who were in the mechanical breakdown lane, when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Grid positions will be determined by the finishing order of at the end of the lap before the one on which the race was stopped.

(c) If 75% or more of the race distance (rounded up to the nearest whole higher number of laps) is completed the karts shall be sent directly to the Parc Ferme and the race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the race was stopped.

In events (a) and (b), working on karts will be allowed only in the Parc Ferme. Spare equipment may be introduced (only the equipment identified in the case of chassis and/or engines) and refueling will be allowed.

Article 29 – Finish

As soon as the chequered flag has been shown to a driver at the end of the race, he/she must proceed directly, using only the authorised route, to the parc ferme in the order of their finish position. From the moment the driver receives the chequered flag until he/she is released from parc ferme he/she is under parc ferme conditions and must make no alteration or adjustments to his/her kart or other material or equipment.

In the first final and second final of the Australian Championships, any driver about to be lapped or who has been lapped for any reason whatsoever as from the first lap onwards may be shown the blue and red flag (double diagonal) with his/her number. He/she must go back to the scale in parc ferme and will be classified according to the number of laps completed. Any driver who does not obey the order given by the blue/red flag may be excluded from the event.

Article 30 – Qualifying Heats

Starting positions in the qualifying heats are awarded according to classification obtained in timed practice.

Article 31 – Point Score for Heats

Each heat will have a length of approximately 10 km and points for the heats will be awarded as follows:

1st place 0 points

2nd place 2 points

3rd place 3 points

and so on with 1 point being added for each place.

Any driver, who has not completed the full number of provided laps, even if he/she does not finish the heat, will be classified according to the number of laps completed.

If a driver fails to make the start they will be awarded points equal to the number of entries in the heat of that class. If any driver is disqualified from a race they will be awarded points equal to the number of entries in the heat of that class plus one.

At the end of the qualifying heats, the drivers with the lowest accumulated points will qualify for the finals. In case of a tie in total points between two or more drivers, they will be ranked according to the fastest times set in timed practice. The maximum number of competitors to progress to the first final and second final will be equal to the permitted track density.

Article 32 – Non-competition

It is the spirit and intent of the competition that all races should be contested to the fullest. Where a competitor is considered to have missed or retired from a race in an attempt to

gain an advantage, then they may be required to appear before the stewards for the appropriate action and/or penalty.

Article 33 – Final 1 Final 2

The first and second Final will be conducted over a total combined distance of approximately 50km according to the following system. Starting grid positions for the first final are according to the total number of points obtained by the qualifiers in the elimination heats, with lowest total accumulated points to the front. In the case of equal accumulated points, lowest timed practice results will determine the outcome.

Any driver, who does not complete the full number of provided laps, even if he/she does not finish the first final, will be classified according to the number of laps completed. Starting grid positions for Final 2 will be determined according to the finishing position in the first final.

Both finals shall be of equal length.

Article 34 – Reserved

Article 35 – Results

The placings for each round will be determined by the placings obtained in the second final. Any driver who has not completed the full number of provided laps, even if he/she does not finish the final, will be classified according to the number of laps completed.

Trophies will be presented for 1st, 2nd and 3rd place getters at the completion of each round.

Championship points system for the Australian Championships

Points for Placing in Final 1 and Final 2

First 25 pts

Second 20 pts

Third 18 pts

Fourth 16 pts

Fifth 14 pts

Sixth 12 pts

Seventh 11 pts

Eighth 10 pts

Ninth 9 pts

Tenth 8 pts

Eleventh 7 pts

Twelfth 6 pts

Thirteenth 5 pts

Fourteenth 4 pts

Fifteenth 3 pts

Sixteenth 2 pts

Seventeenth 1 pts

Participation points

5 Points awarded for participating in official practice

5 pts awarded recording a time in each individual timed practice session unless excluded.

5 pts awarded by completing 75% of the laps in heat 1 unless excluded

5 pts awarded by completing 75% of the laps in heat 2 unless excluded

5 pts awarded by completing 75% of the laps in heat 3 unless excluded

Championship points for the first final are only available to entrants who receive the start signal in the first final.

Championship points for the second final are only available to entrants who receive the start signal in the second final.

For the Series Champion to be crowned the Australian Champion for KF2 there must have been a minimum of 14 individual entrants across the 4 rounds of the series.

International Karting Committee

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