

Kartsport Whangarei
Bathurst In The Valley 2021
November 6th/7th
Supplementary Rules



These supplementary rules and regulations may be subject to change.

Classes: Cadet Racket/ROK
 Vortex Mini ROK
 Junior ClubSport/L206
 Senior ClubSport/L206

Only these classes will be eligible to enter or practice at this event

Cadet Racket/ROK, Vortex Mini ROK and Junior Club Sport/L206 will race the same rules as the seniors with these exceptions

1. Minimum 1 pit stop of a compulsory 10 minutes
2. No wheel changes.

Senior teams shall be made up of 2 or more drivers. You need to consider size, height and weight of team members. The kart must safely fit both drivers.

Junior teams can be made up of 1 or more drivers. You need to consider size, height and weight of team members. The kart must safely fit both drivers.

Suggestion- This event is about bringing new people into the sport or helping advance driver ability and mostly it's the most fun event on the Kartsport calendar please consider not teaming up the two best drivers in the class for a runaway win there is no pride in winning with no competition.

Race Secretary will have the final decision on eligibility of teams.

Anyone wanting to drive on a Day Licence will be subject to approval by Race Officials and only one-day license per team with the Licenced driver starting the race.

There will be allowance for two un-rated drivers to complete as a team, but they must show competence during practice and one driver must have race start experience. (Organisers have final say on entry eligibility).

A team of two un-rated drivers (all classes) may run in the qualifying but will not be allowed inclusion on grid draw and will have to start from rear of field.

The Race Secretary has final decision on team eligibility.

There are only **22 karts** permitted on the track as per our track rating and only one race per class. This is a pre-entry event due to the 2 driver teams needing to be organised early pre-entry is paramount to the success of the event.

Senior Class- Each driver will do a minimum of 70 laps with minimum two pit stops and minimum two driver changes. The pit window for driver changes (& wheel changes for seniors) will be open on laps 131 to 1. Either pit stop can be used for the single compulsory tire consisting of all 4 wheels being taken off touching the wheel on the ground and being put back on. Karts may enter the pits on laps 161 to 130, but for mechanical or penalty reasons only and no driver change or wheel change will be counted.

Cadet, Vortex and Junior Class- The cadet, vortex and junior class will consist of 81 laps in total. When the first kart completes 81 laps the race will be over. If there is only 1 driver, that driver must do a compulsory 10 minute pit stop anywhere between lap 35 and 45. If there are 2 drivers they must do a driver change and a compulsory 10 minute pit stop anywhere between lap 35 and 45. The compulsory stop will be timed by an independent timer and will start once kart passes the red line in front of tech shed. The team will then be told when the 10 minutes is complete, they can then line up to be let back on the track. The junior class will have no outside intervention as per KSNZ rules. Should assistance be given, the penalty will be a drive through penalty.

The Lap counter is a double digit display it will count down from 61 to 0 then 99 to the race finish for the senior class and 81 to 0 for the junior classes.

Minimum Weights- Senior class the weight is calculated by weighing both drivers and the kart, the weights added together and averaged. After the race the kart will be weighed the average taken this must be correct for their class as per Kartsport NZ Rules. classes as per KSNZ Rules.

Pit stops

Exiting the track- for pit stops Re-fuelling or driver changes has a significant safety factor just like a normal race day you do not decide to pull off the track last minute cutting across traffic that may be beside or behind you the exit needs to be planned 1 lap prior to performing it. When coming out of the S's keep to the far left of the track, hold your right hand high and wide, slow considerably prior to turning into the pit lane and give consideration and room to passing karts on your right. Failure to follow these rules, erratic right to left lane changing before the pit lane, no hand signals or generally endangering other drivers will result in a drive through penalty.

Entering the track- A yellow flag with a cross on it will be shown to notify the on-track drivers that a kart is returning to the race track this will be controlled by the gate person. The Kart re-joining the race must stay left until the start line to leave the track clear for the karts already racing, for the on-track driver the Yellow crossed flag does not mean you cannot pass the kart re-entering the race but you must leave the entering Kart Racing room.

Flags- Should a full course yellow be required, the officials will raise yellow flags, followed by all flag points, and the lead kart number will be displayed manually at the finish line by an official. The lead kart (as indicated by the official) will slow to $\frac{1}{4}$ speed to allow the field to condense behind them. There will be no un lapping or overtaking while under full course yellow. Karts will follow in Single file. Karts may enter the pits under full course yellow Karts may re-join the circuit under full course yellow with the instruction of the gate marshal.

Option for full course yellow is Safety Kart- If a Safety kart is used the flag points will show full course yellow. The Safety kart will be sent out to catch the leading Kart. The leading karts number will be shown on the number board all karts will form in single file. When the Safety kart is on the track there can be no passing. Any karts leaving the pits at this time will join rear of the field. Once the safety kart leaves the track the lead kart must hold the slow speed. Rolling re-start after a red flag safety kart or full course yellow will be via the drop of a green flag at the traditional start line.

Should the race be red flagged whilst karts are in the pits, they will re-join at the rear of the stationary field. Order is to be decided by the gate marshal, Kartsport NZ red flag rules apply.

Rolling re-start after a red flag or full course yellow will be via the drop of a green flag at the traditional start line. Karts will be in Single file.

Karts may enter pit on the re-start lap after red flag before the green (effectively while still under full course yellow).

A Meatball flag with manual number will be shown for mechanical issue and must be served within 2 laps. Failure to undertake repairs will result in a drive penalty. Driver change, (Wheel change for seniors) and any additional work may be undertaken on the karts providing the pit window is open.

Drive Through Penalty – A black/white flag with your number will be shown for a drive through penalty this Consists of driving to the tech shed stopping before the line turning your motor off pushing your kart through and taking your kart back to the on grid, wait for the gate person to let you back onto the track. It must be served within 2 laps. Failure to undertake the drive-through will result in a 4 lap penalty. No driver change (or wheel change) or work on the kart may be undertaken whilst completing the penalty. Full Black flag rule still applies

Car Park Area is designated to be part of the Race Area for the day, this pit will be out of bounds for all Cars, Trailers, Utes, Vans and spectators. Only drivers, competitor's pit crews and Race Officials will be allowed into the area and they must all be aware to keep the fast lane clear. Take only what you need for the pit stops over to Bathurst pit area. **All Karts must be clear of the thru lane** whilst being worked on. Bring a pit they will enjoy the race and you won't win without one.

Decisions of the Officials will be final. Disrespect will result in a drive through penalty.

Tyre allocation is one set of slicks per driver. There are no maximum sets of wets per driver. If it is wet the overall laps may be reduced. Pit crew should be at the ready.

Transponders will be used on all karts for the **Saturday Time Trials and Sunday Race Day.**

Practice on Saturday 16th October from 10 am onwards is recommended for rehearsing your refuelling, wheel changes and checking driver fitting. Also to get used to your team mates kart.

Saturday Timetable

12:30 p.m. Scrutineering and gear check and entry.

2:00 p.m. Drivers Briefing.

2:50 p.m. Tuning Runs.

3:30 p.m. Time Trials.

The time trials for senior class consist of the whole field going out together with driver A then the whole field going out together with driver B. The best times for the top 5 teams will be used to choose the top 5, who will then go out for a one lap shoot out. Starting from the 5th fastest, the shootout has one warm up lap, then the hot lap, then one warm down lap, as the warm down lap is happening the next driver is getting ready to go out the gate. These times are then taken to position the top 5 for Bathurst.

The time trials for junior classes consist of the whole field going out together. The best times will determine grid placings for Bathurst.

On Sunday 17th October competitors need to arrive and be ready for drivers briefing at 9.30am so the Cadets can be going out on their tuning run at 10:10 a.m. after engine warm up.

10:10 am. Tuning Run for Cadet Racket/ROK (only one driver per team)

10:20 am. Tuning Run for Vortex Mini ROK (only one driver per team)

10:30 am. Tuning Run for ClubSport (only one driver per team).

10:40 am. Tuning Run for Junior ClubSport/L206 (only one driver per team).

10:50 am. Cadet Racket Bathurst of 81 laps

12:15 pm Vortex Mini ROK Bathurst of 81 laps

1:30 pm. Club Sport Bathurst 161 lap race

3.15 pm. Junior Club Sport Bathurst of 81 laps

The 161 lap races should take about an hour and 20 minutes, plus any stoppage time.

All drivers must be there by normal scrutineering time to pay race day entry and to sign in for the day. If only one driver can make it for the time trials then they miss out on the chance to post two times if no drivers can make it for the time trials then they start from rear of the field.

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