

Bundaberg Marineland 2012 Enduro

23rd and 24th June 2012

Entries: Entries and payment for all Enduro Classes closes 7.45am Saturday, June 23rd. Pre-entries accepted via CMS. Entries will be accepted on Friday 22nd June at the track between 3.30pm and 4.30pm. EFTPOS will not be available at the track. Cash or Cheques to BUNDABERG KART CLUB INC. Pre-entries must confirm their entry by 7.45am Saturday 23rd June.

Race Numbers: Teams can select their own race numbers, however this number must be confirmed with the Race Secretary and will be on a first in basis (first nomination paid).

Race Duration: Each race will run to the nominated duration. The duration of the race will include any time spent in the impound area as a result of a red flag incident.

Impound Area: In the event of a Red Flag, all karts will be held in the impound area. Drivers must stay with their karts and no pit crew or 2nd driver will be allowed into the impound area. At the completion of the event all karts must stay in the impound area with driver, until called to the scales at which time the second driver will also be called to the scales. Any team, with members entering the impound area without permission, will be penalized **20 Laps**.

Classes Racing:	Cadets	As per AKA Midgets Specifications
	Rookies	As per AKA Rookies Specifications
	Juniors	As per AKA Junior National Specifications
	Senior	As per AKA Qld Sportsmans Specifications on MG Reds. Engines – Yamaha “S”, All TAG Restricted 125 motors

Weights:	Weights are	Cadets:	90kg (Comer)	100kg (“J” motor)
		Rookies:	105kg	
		Juniors:	180kg (2 drivers plus kart) Dry Weight	
		Seniors:	TAG Restricted Engines 245kg (2 drivers plus kart) Dry Weight	
			Yamaha ‘S’ Engines 225kg (2 drivers plus kart) Dry Weight	

Drivers: No driver shall drive for more than 55% of the race. If a driver completes more than 45% of the race that team will be **penalized 15 laps**.

Pit Crew: A maximum of 2 pit crew permitted per team.

No Go Areas: No go areas will be defined during the running of the even within the pit areas with only drivers and pit crews allowed into the defined no go areas. These areas may include and not be limited to grid areas & pit areas. Any person not holding the correct credentials will be removed.

Transponders: Each driver must have a transponder allocated. The transponder for the driver doing the first stint must remain on the kart for the duration of the event. The second driver’s transponder is to be attached to driver so that it is only on the kart while the second driver is driving. This is so the track time for each driver can be checked.

Failure to adhere to this procedure will result in exclusion from the results.

- Pit Bays** Pit Bays will be 3mx3m. Each team will be allocated their pit bay by way of a random draw. Please advise if you will be bringing your own quickshade.
- Pit Stops:** Pit stop will not be a stipulated time and are at each team's discretion. Pit stop frequency and duration will be dictated by the fact we are running 3 litre fuel tanks and that tyres need to be turned on the rim at some stage during the race. All re-fuelling and lubrication **MUST** be completed within the teams designed pit area with kart on the kart trolley. An air horn will be used to indicate a kart is entering the in grid area.
- Fuel:** All karts must be fitted with a fuel tank no greater than 3 litres. Once a driver enters the pits, the kart must be placed on the kart stand before any re-fueling takes place. Any team found to start refueling before the driver is out of the kart and the kart placed on the stand will incur a **10 lap penalty. Any fuel spillage will result in a 20 lap penalty.**
- A Full Course Yellow Flag Situation:** A full course yellow flag situation that requires retrieval of a kart will result in a full course yellow. **The pits will be closed during a full course yellow. Karts already in the pits when full course yellow is declared will be released from the out grid after the full field has passed and will re-joined at the rear of the field.** A pace kart will be dispatched from the pits under the direction of the clerk of the course picking up the lead kart. Karts will then be required to form up the behind the leading kart (single file) at roll up pace only and at a speed dictated by the pace kart. The leading kart will be indicated by the number on the blackboard at the start line. Once the kart retrieval is complete, the pace kart will re enter the pits and the lead kart can commence at race speed after passing the acceleration line, once given the green light, ,but no over taking is permitted until the lead kart passes the start line. Any karts that breach the roll up speed limit will be **penalized 15 laps** as will any kart that over takes another kart prior to the start line on restart, a second breach for any individual team of this requirement will result exclusion from the event.
- Pickup Vehicle:** A pickup vehicle will be utilized during the event. Once the pace kart slows the field the pick up vehicle will be dispatched under the direction of the Clerk of the course. The driver must move his Kart to a safe position and remain with his kart at all times. The driver will be assisted in loading his/her kart onto the pick up vehicle.
- Weighing:** All karts will be weighed before qualifying. Before the race, and at the end of the race. A seal will be placed on weights to prevent removal during the race. Any kart failing to meet minimum weight limits will be excluded from the results.
- Tyres:** **1 set of tyre only are permitted for the event.** All tyres will be marked on the inner wall, before the event commences. The tyres must be rotated on the rim so that the marking is on the outside at the end of the event. The tyre changes can be done at anytime during the event. Tyre changes are purely to add another dimension to the event.
No electric/pneumatic drills or air guns permitted. Only manual tools allowed.
- In the event that wets are used in the senior and junior races the tyres won't be marked as they will not last the distance and will need to be changed anyway.**

Tyre Inflation: Compressors will be provided with airlines available for each pitbay.

Starting Position : Starting position will be determined by qualifying. Cadets and rookies will have 1x 5minute qualifying session each. Juniors and seniors will have 1x 5minute qualifying session each and then the top 5 qualifiers will take part in a Top 5 Shootout.

Qualifying positions for junior and senior enduro will be determined by an average of both drivers times.

Meatball Flag: If a driver is issued with the mechanical defect flag. The driver must pit immediately to rectify the problem. The Driver can re-enter the race once the problem is rectified.

Time Table

Friday 22nd June: *The track is available from 12 til 5pm for practice.*

Saturday 23rd June:	9am to 12.30pm	Practice	All classes
	12.45pm Drivers Briefing		
	1.00pm to 1.05pm	Midgets Qualifying / Rookies Qualifying	
	1.20pm to 2.20pm	Midget Enduro	
	2.35pm to 2.40pm	Junior Qualifying (drivers times will be averaged for position)	
	2.50pm to 2.55pm	Senior Qualifying (drivers times will be averaged for position)	
	3.00pm to 3.30pm	Junior Practice	
	3.30pm to 4.00pm	Senior Practice	

Sunday 24th June:	8.00am to 8.05am	Junior Practice	
	8.05am to 8.10am	Senior Practice	
	8.20am to 8.30am	Junior Top 5 Shootout	
	8.35am to 8.45am	Senior Top 5 Shootout	
	9.00am to 11.30am	Junior Enduro	
	12.00am to 2.30pm	Senior Enduro	

Any Questions contact Robin Petersen on 0400 447 329 or email robin@cqft.com.au