



**MACKAY & DISTRICT KART CLUB SPORTING REGULATIONS - SR**  
**27<sup>th</sup> July 2019**

<b>Event</b>	<b>MKC: Mackay Open Enduro Weekend</b>		
<b>DATE:</b>	<b>Start: Saturday 27<sup>th</sup> July 2019 - End: Saturday 27<sup>th</sup> July 2019</b>		
	The Meeting will be held under the International Sporting Rules – Mackay & District Kart Club Inc Rules and Addendums issued by the promoters – <b>Accepted Licenses: KA, AASA, AKRA, CAMS, MKC Club Issued.</b> <b>MKC Club Issued Day Licenses available for \$25 per day or \$100 per year.</b>		
<b>STATUS:</b>	<b>Open Club Competition</b>		
ORGANISER / PROMOTER: Mackay and District Kart Club Inc.			
Mackay & District Kart Club, 21 Grants Rd, Palmyra QLD 4751			
<b>Tel:</b>	0407 882 663 (Club President) 0419 799 758 (Club Secretary)	<b>Email:</b>	<a href="mailto:bevan@torqueqld.com.au">bevan@torqueqld.com.au</a> <a href="mailto:secretary@mackaykartclub.com">secretary@mackaykartclub.com</a>
ORGANISING TEAM - Mark Muscat – Bevan Garioch – Deon Attard			
<b>Stewards</b>	Bevan Garioch (Chief) – Deon Attard - Barry Stephens – Mark Muscat		
<b>Clerk/s of the Course:</b>	Doug Legge		
<b>Scrutineers:</b>	Steve Muscat (Chief) – Bevan Garioch		
<b>Emergency and Medical Services:</b>	Steve Muscat / Barry Stephens / Al Craig		
<b>Grid Marshal/s</b>	Gavin Stratham / Craig Garioch / Barry Stephens / Club Members		
<b>Starter</b>	Gary Fry / Club Members		
<b>Timekeeper/s</b>	Jon Galos		
<b>Scales Marshal</b>	Mark Muscat / Craig Garioch / Club Members		
<b>Restrictor Checks</b>	Steve Muscat / Robbie Warne / Club Members		
<b>Flag / Lights Marshal</b>	Club Members		
<b>Announcer</b>	Craig Garioch		
<b>Photographer</b>	Club members		
<b>Circuit</b>	Keilbach Park Raceway		
<b>Address:</b>	21 Grants Rd, Palmyra QLD 4751		
<b>Track Length:</b>	766 Metres		
<b>Direction Of Racing:</b>	<b>Anti-clockwise</b>		
<b>Track Density:</b>	30		
<b>Notice Board:</b>	Nominations Room / Technical Shed		
<b>Stewards Office:</b>	Stewards Room		
<b>Mechanical Breakdown Lane:</b>	Will <b>Not</b> be in use at this Meeting.		
<b>Impound Area</b>	Technical Control Area		
<b>Transponders</b>	2x MyLaps Transponder Required, 1 fitted to the kart, 1 carried by the co-driver – Live timing via Race Monitor or SpeedHive		
<b>Rear Crash Bar</b>	Must be fitted. Can be steel or plastic bumper.		
<b>Classes</b>	**		
<b>Cadet</b>	Cadets		
<b>Junior</b>	Junior Yamaha J		
<b>Senior</b>	Senior Yamaha J		
<b>ENTRIES OPEN:</b>	<b>1<sup>st</sup> June 9am</b>		
<b>ENTRIES CLOSE:</b>	<b>19<sup>th</sup> July 5pm</b>		
<b>Entry Fee – Senior Yamaha J \$400, Cadets \$340, Junior Yamaha J \$360. Entry fee includes race tyres, control race fuel &amp; oil. Club Race Day Licence (if required) - \$25 per person or Annual Club License \$100. Club licenses are valid for practice at MKC and events promoted by MKC.</b>			



ENTRY PROCEDURE – Online nominations are available from: <a href="https://mackaykartclub.com/enduro/enter-an-enduro/">https://mackaykartclub.com/enduro/enter-an-enduro/</a>
ENTRY CONFIRMATION - Attend Tech Shed to receive Waiver and Technical Passport – return signed waiver for each driver and each pit crew member along with the Technical Passport for the kart. Competitors are required to scrutineer their own karts to ensure they are safe and a double check will be performed by a Scrutineer. Nominations are not accepted on the day, no late nominations; you must nominate and pay prior to the closing of entries so that tyres, fuel and oil maybe ordered. Failure to nominate and pay before the cut off will mean your entry will not be accepted.
<b>**WAIVER – All entrants are required to have signed the waiver before driving on the track **</b>
Entry Fee can be made as follows: Direct Deposit. Payment must be made in full prior to close of entries. Account Name: Mackay and District Kart Club Bank: CBA BSB: 064707 Account#: 10614038 Reference: Your Surname followed by your class name.
<b>MINIMUM ENTRIES : 5 per class</b>
<b>FORMAT OF RACING – Endurance</b>
<b>FUEL</b> 98 Premium Unleaded Pump Fuel – Race fuel is included with your entry fee.
<b>TIMETABLE (Subject to change via PA announcement)</b>
<b>Gates open at 6:00am on Race Day – Note: Day/Night Event (Clear visors required for night racing)</b>
TROPHIES 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> for all classes.
MEDICAL SERVICES – Club Members
Retrieval of Karts is at the discretion of the Clerk of the Course
Pit Crew must only enter the Circuit when permitted by the Grid Marshal or the Clerk of the Course wearing a HIGH VISIBILITY <b>SAFETY VEST</b> provided.
Karts can be retrieved via Out Grid gate.
No scooters, hover boards, balls or bikes permitted on the property. Closed in shoes required at all times.
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 unless leashed.
<b>No dumping of Fuel or Tyres, No fires, No unlicensed driving of motor vehicles permitted at the Circuit.</b>



# Technical Rules

## KARTS – ALL CLASSES

- Karts to be structurally sound
- Side pods with legible numbers
- Rear bumper with legible numbers
- Nassau panel with legible numbers
- Steering column to have a safety washer under the lower spherical bearing
- Brakes to be operational with backup safety cable
- Return Spring on the throttle pedal and at the carburettor
- Karts to have a steel rear crash bar or plastic bumper
- Karts must have their primary transponder attached to the kart, a secondary transponder must be carried by the co-driver.
- It is recommended to use a small capacity fuel tank to reduce the chance of fuel surge, all fuel tanks must be a homologated kart fuel tank
- Auto chain oilers are banned, chain lube can only be applied during pit stops
- Only 1 chassis can be used for the entire duration of the event
- All ballast to be securely bolted to kart with 8mm bolts and lock nuts. Double nutting the ballast is highly recommended. Once the event has started all ballast will be retained for the duration of the event and must not be removable without tools. Your kart weight will be recorded after qualifying and may at any time during the event be checked. If the weight of your kart varies after weigh other than what can be accounted for by wear and tear you will be excluded from the results. Drivers are not permitted to carry any ballast whatsoever other than their safety equipment on their person.
- Removable seat inserts are banned, drivers too small for their seat should use a rib vest to take up the gap.
- All karts will need to be inspected and marked by a scrutineer before and after the event. It is the driver's responsibility to ensure their karts are safe and that they comply with the rules. Your kart must have its ballast fitted prior to inspection by a scrutineer.

## SENIOR YAMAHA J

- **\$400 Nomination, includes race fuel, tyres & oil**
- Team consists of 2 drivers with 1 kart.
- Combined weight of 240kg (2 drivers + kart).
- Yamaha KT100J Unrestricted
- **Operational Clutch must be fitted as compulsory**
- Team must supply their own external starter.
- Engines and carburettor conform to current homologation - no modifications
- Exhaust AKA 14 Controlled Exhaust System
- Air boxes are compulsory – non tech item for Yamaha with filters optional.
- No limit on number of engines. All race engines must be tagged prior to racing.
- 2 Stroke Oil: Rock Oil synthesis MAX at 20:1 (included with your entry)
- 98 Pump Fuel (included with your entry)
- Tyres – Dunlop DF2 (included with your entry)



### **JUNIOR YAMAHA J (11 years – 16 years)**

- **\$360 Nomination, includes race fuel, tyres & oil**
- Team consists of 2 drivers with 1 kart.
- Combined weight of 170kg (2 drivers + kart).
- Yamaha KT100J Unrestricted
- **Operational Clutch must be fitted as compulsory**
- Team must supply their own external starter.
- Engines and carburettor conform to current homologation - no modifications
- Exhaust AKA 14 Controlled Exhaust System.
- Air boxes are compulsory – non tech item for Yamaha with filters optional.
- No limit on number of engines. All race engines must be tagged prior to racing.
- 2 Stroke Oil: Rock Oil synthesis MAX at 20:1 (included with your entry)
- 98 Pump Fuel (included with your entry)
- Tyres – Dunlop DF2 (included with your entry)

### **CADETS (8 years – 13 years)**

- **\$340 Nomination, includes race fuel, tyres & oil**
- Team consists of 2 drivers with 1 kart.
- Combined weight of 140kg (2 drivers + kart).
- Vortex Mini Rok engines, no exhaust restrictor, entire engine package as per homologation - no modifications
- Yamaha KT100J Engines, 18mm exhaust restrictor, entire engine as per homologation – no modifications
- Exhaust systems as per homologation for Vortex Mini Rok, Yamaha must use AKA 14 Controlled Exhaust System.
- Air boxes as per homologation for Vortex Mini Rok, Air box is a compulsory non tech item for Yamaha with filters optional
- No limit on number of engines. All race engines must be tagged prior to racing.
- 2 Stroke Oil: Rock Oil synthesis MAX at 20:1 (included with your entry)
- 98 Pump Fuel (included with your entry)
- Tyres - Dunlop DF2 (Included with your entry)



# Endurance Racing Format

- **Yamaha J Class:** The race starting order will be determined by a random grid.
- **Cadet Class:** The race starting order will be determined by a random grid.
- **Junior Class:** The race starting order will be determined by a random grid.

**Teams:** Drivers must share half the total amount of times as evenly shared as possible 60/40 is the maximum percentage per team, any more than 60/40 will incur an exclusion from the results. Karts must have their primary transponder attached to the kart, a secondary transponder must be carried by the co-driver. If at any time during the event the primary driver is found to be carrying the secondary transponder you will be excluded from the results. If during the race the co-driver is found to not be carrying the secondary transponder you will be excluded from the results.

## SENIOR YAMAHA J

- Practice Friday & Saturday
- Enduro - 5hrs on Saturday

## CADETS

- Practice Friday & Saturday
- Enduro - 3hrs on Saturday

## JUNIOR YAMAHA J

- Practice Friday & Saturday
- Enduro - 3hrs on Saturday



# Endurance Racing Rules

**Safety:** Safety is the number 1 priority of this event, followed closely by fun! Although everyone is competitive you need to remember that this is a long event, you cannot win it off the start. You cannot win it if you start scrapping and bin your kart. In order to finish first, first you must finish. During the event your kart and exhaust will be extremely hot. It is recommended that your pit crew wear gloves and long sleeves and that driver's brief their pit crews on the hot parts of a kart especially. In the event of a burn it is recommended to place the burn under running water for a minimum of 30-minutes, do not put ice on a burn, do not use ice-cold water, running normal tap water is the best. If the burn requires attendance to the hospital after applying 30-minutes of running water, wrap the burn with gladwrap from the canteen to keep the air from it. For minor burns there are first aid kits located in both the canteen and the nominations room.

**Motor:** As per Technical Rules, more than 1 motor may be used. All motors must be tagged by the club prior to racing.

**Drivers:** 2 x drivers per team maximum of 30 teams per class.

**Weights:** As per Technical Rules. All lead weights must be attached to kart and cannot be adjusted once racing has begun. Class weights must be met with an empty fuel tank. Karts and drivers will be reweighted on completion of the event and must exceed the minimum weights. During your compulsory pit stop you could be required to attend the scales with both drivers to re-check all weights. The weight of the kart must not have altered during the event except for minor wear and tear. Underweight at completion of race or at any of the checks during the event will result in exclusion from the results.

**Practice:** You are encouraged to perform a driver change / pit stop during your practice session so that you are familiar with the process prior to the start of racing.

**Out Grid:** Drivers on track must be watching for other competitors entering the track, the driver on track must yield to the inside of the track as to not hinder the driver trying to enter the track. This will be tightly policed, if you dangerously enter the track or if you fail to yield for your fellow competitor you can expect a drive through penalty for your first offence and potentially exclusion from the event if there is a second incident.

**Tyres:** The only tyres you can use for the race are those issued to you at nomination. The tyres will be marked at scrutineering. If you have an issue with a tyre you can request use of a spare tyre from the Chief Steward but it will not be a new tyre. The spare will be a tyre with similar wear to the damaged tyre.

**Race Start:** All competitors take their karts to the grid completely empty of all fuel. You'll be issued 1ltr of fuel to be added in the controlled refuelling area. Once fuelled with your 1ltr your kart must be immediately and directly delivered to your grid position. The start will be a rolling start, karts will do warm up laps behind the safety car. When the safety car peels off the start will be in the starter's hands, there must be no acceleration until you have a green light from the starter. Acceleration before the green light may result in a drive through penalty. The race is for a long duration. You cannot win the race in the first few laps but you most certainly could lose it.

**Pit stops – General all classes:** Pit stops can be made any time after the completion of 1 racing lap, you must not pit until the race has started and you've crossed the start/finish line a minimum of 2



times. When planning to pit drivers are required to raise their left hand at the exit of Haber Hairpin so that drivers behind you can see that you are going to pit. A change of driver should happen at every stop. Fast walking pace is allowed when kart is on trolley any running will result in a drive through penalty. If you are exiting the pits and there is a line of karts nose to tail, you will have to wait for a gap or join at the end of the train. If there is a decent gap you can slot in as long as it is safe, and no contact is made. If contact is made entering the track unsafely a drive through penalty will be awarded for your first offence, a second offence may result in exclusion from the event.

**Pit stops – Yamaha J Class:** Karts must have two (2) compulsory pit stops made at any time, lasting a minimum of **10 min** each. Timing will start when each kart enters the 3x3 team pit area it is up to the teams to notified to time marshal on the grid to receive their sticker and time recorded, engine must be shut off before time will start, when compulsory pit stop is made grid time keeper will attach a sticker to the front Nassau panel with time in and exit time marked on sticker this gives the out grid time keeper an exact time when each kart is to leave the out grid, each karts compulsory pit stop times will be manually recorded by time keepers at both in and out grid. Your compulsory pit stop can be conducted under safety kart conditions however you must be in the grid prior to the safety kart entering the track otherwise the marshal will not issue the pit stop sticker.

**Pit stops – Cadet & Junior Class:** Karts must have one (1) compulsory pit stop made at any time, lasting a minimum of **10 min** timing will start when each kart enters the 3x3 team pit area it is up to the teams to notified to time marshal on the grid to receive their sticker and time recorded, engine must be shut off before time will start, when compulsory pit stop is made grid time keeper will attach a sticker to the front Nassau panel with time in and exit time marked on sticker this gives the out grid time keeper an exact time when each kart is to leave the out grid, each karts compulsory pit stop times will be manually recorded by time keepers at both in and out grid. Your compulsory pit stop can be conducted under safety kart conditions however you must be in the grid prior to the safety kart entering the track otherwise the marshal will not issue the pit stop sticker.

**Pit Crew:** A maximum of 2 drivers and 2 pit crew for each kart. Pit crew team must be made up of 1 female and 1 male. In the event a female pit crew member is not available, one of the male pit crew must dress as a female. The female will be issued with an arm band that must be worn when collecting fuel.

**Pit Tents:** Each **Senior** team must supply a 3x3 pop up shade. The Cadets and Juniors will be using your pit tent for their race during which time all Seniors are required to vacate the area no matter if your tent is required by a Cadet or Junior team or not. Once the Cadet/Junior race has been completed those teams will promptly clear the pit area and seniors can move into their in preparation for the Senior event. The pit space you use might not be under your own tent. All competitors will have a pit position that in no way disadvantages their pit stop duration.

**Breakdown on track:** If your kart stops on track the safety car will be called. If you are able to do so, drag it to a safe place. You cannot push it back to pits. There will be 3 kart trolleys positioned at the flag point near the in & out grid. The kart driver must stay with the kart and must not remove any safety gear while on the circuit. A team member can only enter onto track after the safety kart has been deployed and chief steward or grid marshal has given you the okay. All pit crew on track must wear a high-vis vest, some will be at the grid although bringing your own is recommended. You may collect a trolley and retrieve the kart as quickly as possible, no running. Bring the kart to the in grid, put the kart on the ground and return the track trolley to the flag point when safe to do so. Once the team member has returned to the in grid the safety car will exit the circuit.

**Safety car:** In the event of a kart breaking down in any manner, a safety car (or kart) will be brought out for crew to safety pick-up kart on trolley to bring back to the pits. The yellow flag will be displayed as well as a board with SC to denote a "safety car" the safety car will be brought out at the



discretion of the race controller. You must not pass the safety car unless directed to do so. You are free to pit under the safety car (exemptions apply for compulsory pit stops). Do not under any circumstances hit or pass the safety car.

**Fuel / Refuelling:** One (1) litre of fuel will be given to each team prior to starting the race in a control container. Each team may refuel as many times as they want 1 litre each time. You must cross the start/finish line a minimum of 2 times before you can refuel again. Each time you refuel you should have a driver change in order to maintain your 60/40 driver split. Refuelling must only be done on a trolley in the controlled refuelling area. The driver must indicate to the Ingrid marshal he or she will be requiring a fuel ticket. Fuel will only be given to the female (or man dressed as a woman) in each pit crew. She must hand a fuel ticket over to the fuel marshal to receive 1 litre of premixed control fuel supplied by the club. Your fuel collector must wear an arm band that will be issued at nomination. The 1 litre bottles will be supplied by the club. Fuel containers of any kind are banned from the pit areas, the only fuel allowed is the control bottles in the refuelling area. Anyone found to have fuel containers in the pit area will be excluded from the event.

**Red flag use:** If the red flag is deployed the race time is stopped, all karts are to stop on track in single file on straight or otherwise directed by steward. In the event of a red flag, no work is to be performed on karts; no driver change can take place.

**This event is open to all KA/AASA/AKRA/CAMS licence holders.  
Visitors welcome and have a great day – Day Licences available for \$25 per driver**

