



## **2019 RKA Pro Clubman – REGULATIONS & PROCEDURES**

### **Introduction**

RKA Pro Clubman is a Historic Kart Race Series.

The series will be exclusively running pre 2000 chassis, using 100cc direct drive air cooled Yamaha KT100S engines. The series is aimed at competitors who wish to race this era of kart, it is NOT a demonstration events series. See Technical Rules for Chassis eligibility.

The emphasis is on competitive, fair, safe, enjoyable, and affordable kart racing, and to re-live these special periods in kart racing history.

### **Class Structure**

RKA Pro Clubman Light 145kg

RKA Pro Clubman Heavy 160kg

Ran as separate classes when possible. May be ran together depending on entry numbers.

## **Administration**

RKA Pro Clubman will be utilising various kart race circuits to host the race weekend's proceedings. Pro Clubman test and race days will be run within some of these circuits' normal race weekend schedules. At other circuits, RKA will be hiring the track/medical/safety staff and run the meeting themselves or in partnership with other groups. Neither RKA nor kart clubs/circuits will tolerate any abuse (physical, verbal or written) of staff, competitors, volunteers or the general public at circuits.

Both RKA and the circuit owner/manager reserve the right to refuse entry to the circuit, or discharge persons from the circuit.

## **Event Procedures**

Licences: RKA do not require entrants to hold any licenses or medical certification from other motorsports or non-motorsport organisations/association. Individual Circuits may, and generally do, require licenses for race meetings. When this is the case RKA and its competitors must comply.

New / Novice Drivers may be required to start rear of grid for their first meeting depending on their experience level. RKA reserves the right to instruct any competitor to do so. This is for the safety of both novice and other competitors.

## **Entries & Fees**

Entries can be made via the RKA Online Shop.

Entries close two (1) week prior to the race date for Pro Clubman competitors.

A late entry fee of \$20 will apply to entries beyond that date.

Entry fees may alter for different events.

It helps us greatly if you can get your entries in early.

Please Note: Each entrant must have their Chassis Identified and passed by Leigh Williamson via the RKA Pro Clubman Owners Group. The entrant must pick a race number that is not being used by another member and supply the engine details. Race numbers are on a first in basis.

For the above, please contact Leigh via PM.

Please Note: You cannot race without going through this procedure.

## **RKA RACE DAY PROCEDURES**

### **Scrutineering**

Scrutineering will be performed prior to the commencement of Drivers Briefing. Scrutineering forms will be made available at the track. Different tracks have different systems. RKA competitors must comply with those requirements.

### **Drivers Briefing**

Drivers Briefing will be held prior to the commencement of racing. All drivers entered must attend the drivers briefing or be excluded from the event.

### **Qualifying**

Timing will be electronic via a transponder system. The fastest single lap for each driver will determine respective grid positions. In the event of a tie the next fastest lap/laps will determine position. RKA can place a driver at rear of field for any safety concerns it may have or a driver may nominate to start from the rear of grid.

### **System of Gridding**

The Grid Marshal shall call all competitors to the grid and allow 5min for all grid positions to be filled. In the event of a grid being left open at the end of 5min the vacancy shall not be filled by the next competitor, it will remain vacant. It is the responsibility of the driver behind the vacant position to maintain his position and NOT move into the vacant position prior to the start of the race/ green flag.

During race day, it is each driver's responsibility to have a minimum of one pusher (even if they can bump start themselves) with them whilst on the assembly grid. Failure to have a designated pusher with the kart/driver, as the grid marshal releases the grid, causes delays and is extremely dangerous.

If a kart does not fire, the competitor is welcome to receive outside assistance changing a plug, or getting a push. When changing a plug, the kart must be taken completely off the circuit before doing so, and then returned to the track once it is safe to do so, before pushing off again.

Once the lights go green, and the race commences, outside assistance is strictly no longer allowed. Helpers and non-started drivers must retreat to a safe area with their kart immediately.

During the race, or qualifying, if a driver stops or is involved in a collision, they are NOT allowed to attempt to restart their kart. It is the driver's responsibility to move himself and the kart to a safe position.

Drivers who do not cross the start line in their rightful grid position as the race starts will have the amount of places gained added to their finishing position, and risk further penalties at the discretion of the Clerk of Course and or Start Marshal

### **Racing Starting Positions**

All heat race starting positions are determined by qualifying position.

The Pre-Final starting positions are determined by a points system accrued during the heats.

The points system used will be 0,2,3,4 etc.

Final starting positions are determined by the Pre-Final finishing order.

### **Starting**

A Driver must maintain his/her grid position until the starting signal has been given. Failure to do so may incur a penalty. The Starter will be in a position near the starting area. A driver not in his/her correct grid position should signal by raising his/her hand above his/her head. The field will complete approximately one or two full formation laps before the start signal will be given. It is the driver's responsibility to maintain his/her grid position and the Starter is not obligated to allow additional formation laps to allow a driver who lost his/her place to regain his/her position.

The practice of weaving to warm tyres during the first rolling lap is permitted.

The driver on pole position under direction of the Starter shall set the speed at which all competitors shall approach the starting area in anticipation of the start signal.

The Starter will give the start signal as soon as he is satisfied with the formation.

### **Re-Starting**

Under no circumstances is a driver permitted to re-start after the commencement of racing. This includes qualifying. Failure to adhere to this rule will result in exclusion from that qualifying session or race.

### **Racing**

RKA encourages hard but fair racing. Unnecessary contact will not be tolerated and will be penalised. Please always remember the many hours and dollars you have spent on you kart but also that of your fellow competitors. As we all know some original parts are nearly impossible to replace on karts of this era and we would all like to take our equipment home in

the same manner it arrived. On track incidents will be dealt with by the Clerk of Course/RKA. The RKA officials reserve the right to apply any penalty.

### **Change of Chassis**

Change of chassis shall be permitted if after the inspection by RKA the original chassis is deemed beyond repair.

If a race is red flagged after 3/4 completed, finishing results will be taken from the last full lap completed.

### **Clarifications**

Race day issues can be brought to the attention of the RKA appointed Clerk of Course. Under no circumstances are RKA organisers to be approached with race day issues by anyone other than staff appointed by RKA. If you have an issue on race day please see the Clerk of Course only. The Clerk of Course may approach RKA organisers if he/she sees fit.

Remember RKA organisers are racers too and want to enjoy racing.

### **RKA Pro Clubman Series Points System**

1st	150	6th	102	11th	72	16th	57
2nd	138	7th	96	12th	69	17th	54
3rd	129	8th	90	13th	66	18th	51
4th	120	9th	84	14th	63	19th	48
5th	111	10th	78	15th	60	20th	45 and so on.

Points are allocated from the finishing position of the final only at each event.

Combined points over all rounds will determine the RKA Pro Clubman Series champions in both Light and Heavy categories.

The green number 1 plate will be allocated to the Series Winner. The winners of the Series will be permitted to run the green number 1 plate for the following year. Winners have the choice, and may choose to run the green plate with their own number rather than the number 1.

DNF and DNS will receive 0 points.

RKA reserves the right to deduct points for various infringements.

## RKA Pro Clubman Technical Rules

Owners of Pro Clubman karts please note that we have considered all the opinions on the regulations regarding chassis. As a group we are allowing karts homologated or first manufactured in 1999. This extension of the rule outside the 90's allows us to attract a bigger range of available karts.

One chassis is to be used at a race meeting, with the exception that another kart may be used in exceptional circumstances e.g. Unavailable parts after a crash, or a broken chassis. It will be an 'ask the field' decision.

Weights. RKA Pro Clubman Light = 145kg and RKA Pro Clubman Heavy = 160kg.

A model kart that was homologated or manufactured prior to 2000 is acceptable, even if the manufacture date is after 1999.

Engines are restricted to the use of Yamaha KT100S direct drive only (Refer separate engine document for engine rules)

Airbox or induction silencer is compulsory. The airbox must be 90's style unless the track is declared wet, then the airbox is free.

A chain guard to prevent finger injury is compulsory.

A secondary brake cable is mandatory.

Dry weather tyres are restricted to MG Red. One set per race meeting.

Wet weather tyres are restricted to MG White only and must be the new pattern as per pic below. One set per meeting. If the track is declared wet it is then the decision of the driver if he/she wishes to run wet weather tyres.



Side pods, nose cone and nassau panel are compulsory. Must be visually period correct. CIK 02 and before bodywork is requested to be used.

Brakes must be mounted in the original position. The disc must be original width and diameter. Brand and manufacture date is free.

Race numbers must be shown on the front and rear of the kart. Side numbers are optional.

Race clothing, race suit, helmet, race gloves and race boots must be worn during practice and racing. All race clothing should be designed for competition use and be in good condition.

A full face helmet is compulsory, and must be in good condition with no visible damage. Engines and carburettors will be checked and measured when possible depending on staff and individual race meetings. RKA reserves the right to check engines and carburettors at any time. Competitors are encouraged to use all original kart components where possible. While not enforced, we should all endeavour to maintain this series for the preservation and racing of 90's karts and the spirit of its intent.