

# Superkart Club of NSW

New Member  
Welcome Kit



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# 1 New Membership

We know you are very eager to get out there and start racing however please take the time to browse through this document first. We've tried to put down as much information as we can to make Superkart racing as exciting and enjoyable as possible so you will continue to participate in the sport for many years to come.

As a new member, your membership to the club entitles you to compete at all **club-level** Superkart events within Australia. More on that in section **3 Race Meetings**.

Competing at Interstate events requires you to be an Interstate Member of that club, which carries a nominal cost, but is valid for the whole year. You should contact the club to find out what other requirements they may have for you to compete at their meetings.

If you currently hold "P-Plate" status with CAMS (PSK level) you are **not** permitted to compete at State or National Titles.

## 1.1 CAMS Licence

You should have received your CAMS licence and CAMS Manual. Please take the time to read the relevant sections with particular attention to:

- Section 4 National Competition Rules – Part VIII Competition and Drivers
- Section 4 National Competition Rules – Part IX Automobiles in Competition
- Section 4 National Competition Rules – Part XI Penalties
- Section 7 Racing – Appendix H Track Control and Flag Signalling
- Section 9 Superkarting

As a competitor it is your obligation to be familiar with **all** aspects of racing requirements and behaviour within your sport. Like the rules of the road, ignorance is no excuse.

One thing to remember, lose your regular driver's licence and your CAMS licence will also be suspended. Leave the racing for the track!

## 1.2 P-Plates (new CAMS licence holders only)

As a new driver you start your racing career on P-Plates with a CAMS PSK licence. Get a few Red plates from any RTA office and affix one to the rear of your kart.

As a P-Plate driver you will commence your racing heats from the back of the grid for your class. The race organisers will know your PSK status and automatically assign you to the correct grid position.

To upgrade to NSK/ISKC licence status (depending on your chosen class) you must complete 3 full race meetings to the satisfaction of the Clerk of the Course as well as perform one flag duty at one race meeting.

At your 3 driving meetings you will hand in your CAMS licence to Event Registration who will pass it onto the Clerk of the Course. The Clerk of the Course will observe your driving behaviour during practice and racing and inform you of any unsatisfactory behaviour you

may have deliberately or inadvertently displayed. Usually you will be called straight to the tower/race control and the matter discussed straight away.

Any act considered serious enough may result in your exclusion from the meeting, so be on your best behaviour. The words “I didn’t know ...” hold NO sway with the Clerk of the Course, so be warned!

Since you *will be* on your best racing behaviour you will successfully complete your practice and racing sessions to the satisfaction of the Clerk of the Course and he will sign your licence. **Remember to collect your licence from him at the end of the meeting!**

Similarly for your compulsory flag duty, you will inform Event Registration that you are participating in flag duties for licence requirements and will hand in your licence. At the end of the day the Clerk of the Course will sign your licence noting your participation as a Flag Marshal. **Remember to collect your licence at the end of the day.**

### 1.3 Your Attitude

The club is a racing club by nature and this means that you are competing at regular meetings for championship points against your fellow class members. Therefore it is natural for you to be competitive *whilst on the track*.

However we should point out the obvious.

- Motor Racing is inherently dangerous. We minimise the risks as far as possible but there is always the chance of injury. Because we are an open wheel sport **any wheel to wheel contact could be fatal**. Keep your racing clean.
- Superkart Racing is amateur motorsport. There is no prize money, no glamour girls ... we do it because we love it.

Be aware that the club is totally supportive of friendly competition but frowns upon the kind of competition which leads to the infantile behaviour you often see at “professional” televised events. This sort of behaviour is **completely unnecessary and totally inappropriate** for club-level racing. You are out there to have a good time, have some friendly tussles with your racing buddies and get your jollies from driving as fast as you can.

Remember ... **there is no prize money**, so please don’t go out there risking your kart, your life or the life of a fellow competitor for the sake of a small trophy.

### 1.4 Our obligations to you

The club exists to serve its members. This means we organise and conduct race meetings and award points for driver performance; we keep you posted on any developments and liaise between the membership and CAMS. From time to time we gather information about what the members want in order to improve things for our members.

Nowadays the club’s primary means of delivering information is via the club’s website and via e-mail. These methods provide constant and immediate delivery so that the members are able to receive information in a much timelier fashion than ever before. So make sure you regularly check out the club’s website and keep the club notified of your most current e-mail address. That way you will stay up-to-date with regular notices about up-coming club meetings, race meetings and other important matters.

## 1.5 Your obligations to the club

The Superkart Club of NSW Inc. is a not-for-profit organisation which exists to provide racing activities for its members. As such the club is run by racing members in a voluntary capacity. Executive Members are normal guys like you that share a passion for the sport plus a desire to ensure the club works smoothly.

In order for the club to function properly you should keep the following in mind at all times:

- The Club consists of its members. Without the members the club would not exist.
- All members of the club have an equal opportunity to contribute to the direction and decision-making process of the club. Regular attendance at the Club Meetings keeps you in the loop and enables you to have a say in what the club should do for the members.
- Participation is the key to the club. No participants means no racing. The more participants the better the racing.
- Race Days are staged with many volunteers at the track ... the Steward, Clerk of Course, Lap Scorers, Computer Operators, Caterers, Runners, Flag Marshals ... all **donate their time** to enable the smooth running of a race day.
- The club is always seeking assistance in helping the club to run smoothly. Your contribution could make a dramatic difference and perhaps you can provide expertise in areas which are needed. Otherwise general help is always appreciated.
- You can do a lot for the sport by sharing your experiences with others. Tell your friends and anyone who is interested about the club and what you do. You never know, you may just convert someone!

## 2 Club Meetings

On the first Wednesday of each month the club holds its Club Meeting at the Ryde-Eastwood Leagues Club. The meetings begin at 8pm and generally last 2 hours. Many members come early to eat dinner at the Bistro which serves good quality food at surprisingly cheap prices, and to talk about the sport over a beer or two.

The Club Meetings are an **important aspect** of your membership. Apart from the social side of regularly talking with your racing peers, from time to time decisions are made which will have a direct bearing on your racing or your kart. You may not agree with such decisions, however the decisions are made based on debate at the meetings then voted upon.

If you do not attend the meetings then you will not be able to voice your opinion and you will miss out on providing your input into the process. It could be that you are the only member present that represents your class. If the debate can't hear all sides of the story then the decisions made cannot reflect the true state of affairs. So don't think for one minute that what you say may not be important or assume the matter will be handled to your satisfaction by someone else!

The Club Meetings are also a valuable conduit to keep you informed of upcoming events, what's new with CAMS etc. so we urge you to come to as many meetings as possible.

## 3 Race Meetings

Club race meetings are conducted at several locations

- Oran Park at Narellan
- Eastern Creek at Blacktown
- Wakefield Park at Goulburn

Depending on the event schedule some venues may not be used.

### 3.1 Race entry forms

Race entry forms will usually be forwarded to you via email so make sure that your email address is kept up to date with the club. The club will also endeavour to make entry forms available for download from the club website. Make sure you complete the forms accurately including information about pit crew members (friends who help you with your kart).

Take careful note of where forms need to be returned to and which methods of payment are acceptable.

Be very careful with your pre-entry details. Do NOT write funny or inappropriate comments. The Entry Form is a legally binding agreement between you, the club, the race organisers and CAMS. If you include inappropriate or 'smart' comments your entry may be invalidated and you may not race.

### 3.2 Arrival

Plan to be at the track around 7am to claim a pit space and to unload your kart. Scrutineering and Race Entry start from 7:30 so the earlier you can get there the better.

Look around for some fellow class competitors and try to pit with them. You can spend the time between heats having a few laughs about the racing and socialise with your competitors. Remember, this is a **social racing club** for people who love driving, so there is no reason why you can't be friendly with them. After all they share the same passion for speed as you, so at least you have that in common!

It's also helpful to pit with more experienced competitors as they are generally happy to share kart setup and preparation tips with newcomers. Keep an open mind and think about any advice before putting it into practice. Try not to be part of the "monkey see, monkey do" set.

Next you need to get your kart ready to present to Scrutineering. It goes without saying that your preparation should be done before you get to the track on race day!

### 3.3 Transponders

Transponders are a mandatory requirement for timekeeping. You may use your own if it is the same type as what is run by the club on the day. At this stage the club hires transponders for its members and hires them out at a fee. It is your responsibility to collect and return the transponder on the day of racing. Transponders should be collected from a nominated club member who will take payment and may ask to hold your vehicle log book as an assurance for return of the transponder.

Transponders must be securely attached to your kart. Make sure that the transponder is secured in a manner that will prevent it from coming loose. Replacement costs for lost or damaged transponders are VERY high (Approximately \$600). Individual club members are liable for the cost of replacement for their allocated transponder.

### 3.4 Pit Crew

Many racers come along on their own but it is always better to have a helper or two as your pit crew. Apart from helping to lift the kart and do minor work your pit crew can also record your lap times and evaluate your performance. These are important things which can assist you in the quest for better lap times.

### 3.5 Race Journal

It is a good idea to keep a race journal. Don't be put off if your fellow competitors aren't doing this or make fun of it. Keeping a journal serves two purposes. It shows others you take your sport seriously, and it will be a ready reference for suitable settings the next time you visit the same circuit.

A race journal will document things like:

- Track
- Date
- Heat Number
- Temperature
- Humidity
- Gear Ratio
- Tyre Pressures
- Chassis Adjustments
- Lap times

You (or your pit crew) should update the journal after each heat. Describe how the kart felt and if any adjustments you made helped or made things worse.

Keeping track of this information will enable you to make informed decisions whenever you adjust things. Leaving it all to memory is the fastest way to going nowhere.

### 3.6 Entry Procedure

Scrutineering starts from 7:30 and finishes around 8:45. Karts that are not scrutineered during the appropriate time CANNOT race.

The club will have a scrutineer for the event who will come to you. However be mindful that it is YOUR responsibility to make sure that your kart has been checked and signed off by the scrutineer. A sticker confirming a pass of scrutineering must be attached to your kart and be visible for the entire day.

Targeted scrutineering occurs at specific race meetings dependant on your vehicle log book entries and is a more in depth form of scrutiny.

You must have the following items available for viewing by the scrutineer.

- Helmet
- Race Suit
- Gloves
- Boots

- Fire Extinguisher
- CAMS Licence
- CAMS Vehicle Log Book

It's a good idea to have your kart fuelled up and ready to go now. Get it started and make sure it's running. **You MUST wear your race suit and helmet to do this.**

Once you are satisfied the kart starts well and runs satisfactorily go back to your pit and wait for the announcement for the Drivers' Briefing. **Do not rev the engine unnecessarily** or circulate in the paddock area. Doing so will prevent others (and yourself) from hearing the PA announcement for the Drivers' Briefing.

### 3.7 Drivers' Briefing

As soon as the announcement is made for the Drivers' Briefing make your way to the designated area. The quicker the Drivers' Briefing starts the quicker you get to the circuit.

At the Drivers' Briefing you must complete the **Sign on Sheet** for your category. You must do this before the briefing commences.

Once the briefing has started **DO NOT TALK.**

**Listen carefully.** The Drivers' Briefing is to give you information about the track conditions, any hazardous situations, special procedures etc. Failure to listen during the Drivers' Briefing may cause you to miss important information about the race proceedings, or even worse, cause you to injure yourself or others. Asking questions everyone else knows the answer to holds up the Drivers' Briefing and thus holds up the racing. Also it becomes apparent who has trouble listening.

**We can't say this enough ... LISTEN CAREFULLY DURING THE DRIVERS' BRIEFING, DO NOT TALK.**

Once the Drivers' Briefing is finished go back to the pits and wait for the announcement of the first practice session.

### 3.8 Practice/qualifying Sessions

The first session of the day is practice, qualifying or a combined practice/qualifying.

During practice you should be observing where the flag points are, any adverse track conditions, and generally making sure your kart is running properly.

At the end of the practice session the chequered flag is held out at the Start/Finish line. You may complete the lap and return to the pit.

When coming off the circuit it is good practice to raise one hand straight up. This is a signal to drivers behind that you are slowing down. Do this whenever you enter the pit lane or are coming to a halt during racing

### 3.9 Racing Heats

After practice sessions are finished you should have sufficient time to make minor chassis/jetting adjustments before the first heat. Get these done as soon as possible. Top up your fuel tank. Check available time sheets for your position on the starting grid. Make a note

of whom you are next to (their Race Number), and whether you are on Driver's Left or Driver's Right side of the grid.

### 3.10 Starting Procedure

The Superkart Club of NSW is currently introducing rolling start procedures. Please check with an executive team member as to what happens.

Alternatively, if it is a standing start the following will apply:

Lights are normally used to start the race. If the lights are not working then the National Flag will be used to start the race.

When all karts are in their respective grid positions the starter will be under "Starter's Orders".

The correct starting procedure is that any lights on the signals will go out and the RED lights will come on. After 2-5 seconds the RED lights will extinguish and the race commences.

Green lights are NOT used to start the race.

If the National Flag is used to start the race the flag will be raised and after a period of 2-5 seconds it will be dropped. As soon as it is dropped the race has commenced.

### 3.11 Starting Problems

If you **stall** on the grid **immediately wave both hands high above your head** to signal to drivers behind you have stalled. Once the grid has cleared a marshal will assist you to start and you may proceed to race.

If you cannot get started with a simple push from a marshal you must push the kart off the circuit to a place that would be reasonably safe. Stay **out** of the kart but with it. Keep an eye on the racing. If a kart comes off the circuit near you, you must be alert enough to evade a possible collision. **NEVER CROSS THE CIRCUIT WHEN RACING IS UNDERWAY.**

If you **jump** the start continue racing. The Clerk of Course will want to talk to you later.

### 3.12 Racing

Once underway you will be racing for position. Take note of all flags. Do not pass under Yellow.

The Blue flag is your rear view mirror. If it is held out you have a kart behind you. If it is waved you may be overtaken shortly.

Be aware that if you are a P-Plate driver you are under the scrutiny of the Clerk of the Course. You need to drive quickly but cleanly. You are out there to demonstrate that you are a responsible and safe driver, not to impress him on how fast you are.

### 3.13 Being Passed

The onus is on the PASSING driver to make sure there is enough space and track to safely execute the passing manoeuvre. If you are being passed **STICK TO YOUR RACING LINE**

and the passing kart will drive around you when it is safe to do so. **DO NOT WEAVE** around as this will confuse the passing driver and may lead to a frustrated and unsafe move later on.

### 3.14 Driving Problems

It is possible that you may come off the circuit or your kart breaks down.

If you come off the circuit and your engine is still running you may rejoin the race once you have checked to make sure it is safe to do so. Do not attempt to rejoin the race if there are karts approaching! Wait for a suitable break. Sometimes you may not be able to see in which case look around for a flag marshal who will wave you back onto the circuit when the track is clear.

If you come off the circuit and the engine stops you are entitled to push start the kart yourself in the *direction of racing* only if it is safe to do so. **You cannot receive a push start from any marshal during racing.** If you can get your kart started in this manner continue racing.

If you come off the circuit and you cannot get the engine to start, or if the kart has broken down or is damaged, try to move the kart to a safe location away from the circuit. Stay out of the kart but close by. Keep an eye on the racing and take evasive action if another kart loses control and is heading towards you.

If you are on the outside of the circuit you are permitted to jump up over the wall once your kart is in a safe location.

If you are on the inside of the circuit you must remain there. **NEVER CROSS THE CIRCUIT WHILE THE RACE IS IN PROGRESS.**

If you have broken down a recovery vehicle will be despatched to take you and your kart back to the pits at the end of the race.

### 3.15 Crashes

In any motorsport activity the possibility of crashes is always present.

If you come off the circuit and hit something, or you collide with another competitor, the closest flag marshal will check to see if you need medical assistance.

If you are seriously hurt then the race will be stopped and the ambulance despatched to check your condition. Otherwise you may be asked by the Clerk of the Course to see the Paramedics and Doctor after the race.

If you are genuinely uninjured then let the Flag Marshal know with a gesture and the racing can continue.

There is no shame in calling for the ambulance.

### 3.16 Chequered Flag

On the final lap the **LAST LAP** board is displayed which will be followed by the Chequered Flag. When the 1<sup>st</sup> place runner has crossed the line the Chequered Flag will be presented and the race is declared finished. You will need to pass the Chequered Flag to register your place. After passing the Chequered Flag you will be on the warm down lap.

### 3.17 Warm Down Lap

You should not be driving at full speed on the warm down lap, nor should you be driving slowly. Maintain a steady brisk pace (around 75% of race pace).

It is polite to wave to the Flag Marshals on the warm down lap as a gesture of appreciation for their voluntary efforts out there in what are usually adverse conditions. Some drivers do not think to do this, and it is not compulsory to do so, but it shows your gratitude to the flag marshals who may wave back or clap you through. It's just a nice gesture, shows you're a good sport, and adds to the camaraderie of the day. Remember this when it's your turn to flag!

Raise **one** hand above your head as you approach Pit Lane entry.

### 3.18 Pit Lane

Once in Pit Lane you must slow right down and be in 1<sup>st</sup> Gear only. There may be no speed monitor in Pit Lane (depending on the circuit) but if the Clerk of the Course deems that you have been driving too fast you will be cautioned the first time, and fined subsequently.

Head back to your pit area and get ready for your next heat.

### 3.19 Kitchen

Sometimes the club holds a kitchen for race day. Where possible notice is given that the kitchen will run. Come along with your pit crew to grab some food or drinks and talk with your fellow club members.

There is a fee for the kitchen, usually around \$15.00 for adults and \$7.50 for children. It is an all you can eat set up usually including;

Soft drinks, coffee & tea etc

Biscuits

Toasted sandwiches

Hot dogs

Additional meals such as soups are often served but change with each kitchen event.

Remember that the kitchen is organised by volunteers and usually requires additional time shopping and preparing, your gratitude and chats are appreciated by those who assist with its running.

All profit from the kitchen goes back to the club.

### 3.20 End of Racing

At the end of the day you will need to pack up your kart and equipment to be ready to vacate the venue. **MAKE SURE YOU RETURN YOUR TRANSPONDER.**

### 3.21 Presentation

At the end of racing the scores will be tallied and trophies awarded to the placegetters. At regular club meetings the first three placegetters will receive trophies.

Even if you won't receive a trophy it is good to come along to the presentation to show your great sportsmanship in congratulating the placegetters in your class, and show support for the many volunteers that have made the day possible.

### 3.22 Volunteers

All race meetings are conducted with volunteer officials. Without them there cannot be any racing. In fact if there are insufficient officials to assist with the various duties the meeting cannot proceed and may be cancelled.

Bear in mind that whilst the majority of volunteers gladly attend as many meetings as they can, they are under no obligation to do so. So sometimes, for whatever reason, the meeting may lack an official or two.

So do not come to expect that every race meeting will have a full complement of officials. Be prepared to bring some help from time to time.

## 4. Race day checklist

Make sure you have the following things with you on race day:

- Helmet
- Race Suit
- Gloves
- Boots
- Fire Extinguisher
- CAMS Licence
- CAMS Vehicle Log Book
- Club membership card
- \$25 for transponder hire (or your own transponder if it matches those run)
- fuel
- relevant spares to suit your kart eg spark plugs