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INTER CITY GROUP

2009
ROTAX[®]
Inter Club Challenge



PRESENTED BY

FRENCH CONNECTION

PLAYBOY 

Time Collections

Proposed Racing Format

Introduction

After lengthy discussions with numerous competitors and research on how other successful series have been run around the country both current and historical, we have developed a racing format for the Rotax ICC that we feel is not only fair but also encourages safer racing.

Reasoning behind this format

The reason that we are encouraging this qualifying format is that it greatly reduces the risk of having faster drivers coming from the rear of the grid making their way through the field and potentially ending up in an accident. It puts drivers in a grid position where they are generally surrounded by drivers of a similar pace and ability which in turn creates great racing action.

The Format:

Qualifying

1 x 7min combined carbi/practice and qualifying session

- Competitors have 3min of practice and 4 min qualifying
- Lights remain red for 3min carbi/practice at the 3min mark the lights go to green and competitors are given a green flag or starting flag and the timing system is activated.
- At the end of the 4min the lights go back to red and the drivers are given the chequered flag

1 x 4min qualifying session

- Competitors are sent onto the track with the lights under red.
- As the drivers come around for the completion of their 2nd lap the drivers are given the starting flag and lights are turned to green and the 4min qualifying session commences.
- At the completion of 4min the drivers are given the chequered flag and the lights go red
- If the racing schedule does not allow for a 2nd qualifying session the 4min session could be dropped as per the Premier State Cup Series run in NSW and only run a single qualifying session. (this is certainly not our preferred option, however we are understanding of the time constraints on race day)

Racing

*The drivers qualifying time will determine their grid position for Heat 1 and Heat 2.

Heat 1

Heat 2

Pre Final – Grid position for the Pre Final is determined by the drivers points from the 2 heats (based on the 0 point system)

Final – Grid position for the Final is determined by the drivers finishing position in the Pre Final. Under this format it is a Final only counts.

Over subscription to a class

In the event that any class is over subscribed we propose the following.

- All drivers who have registered to take part in the ICC are placed in group 1 and any drivers not registered for the ICC are placed in group 2
- The Rotax ICC is only offering 30 places in both Rotax light and Rotax Heavy. In the event that all registered drivers nominate and it is over a tracks maximum grid capacity the following system is recommended.
- After qualifying the entries will be broken into groups of near to equal amounts with the fastest in group 1 the 2nd fastest into group 2, 3rd into group 1, 4th into group 2 and so on down the order until the grid is filled. The groups will race for the 2 heats and by the drivers score (under article 31 Chapter 50 of the AKA Manual) will qualify for grid positions for the pre final in their respective groups. Points will be awarded to competitors for their 2 heats and the pre final. The grid for the final will be according to the lowest points accumulated from all heats and pre finals across the 2 groups until the grid for the final is full.

Conclusion

This document has been created as a guide for the hosting clubs of the 2008 Qld Rotax Max Challenge.

The 1st round of the ICC ran under this similar format, however there was some initial confusion on how the format should best be run which led to the late changes of the sup regs. Once the confusion was sorted out the racing was spectacular and the feed back from the drivers on the ICC and format was very positive. The aim of this document is to eliminate that confusion on race day and to advise the drivers and officials well ahead of time on how the format will run and to eliminate the need for emergency meetings on race day.

We welcome the hosting clubs feedback and suggestions on the above format.

Regards

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