



## SUPPLEMENTARY REGULATIONS

### 1. Authority

The meeting will be held under the National Competition Rules (NCRs) of the Australian Auto Sports Alliance (AASA). All competition rules of the AASA and SEKQLD supplementary rules must be adhered to.

**Permit Number :-** AASAXXXXXX/XXXXXXX

### 1. Organisers

Sportsman Enduro Karting Qld

Website: [www.sekqld.com](http://www.sekqld.com)

Email: [simon.ham@arup.com](mailto:simon.ham@arup.com)

*President:*

Simon Ham 0448 270 461

*Vice President:*

Ange George 0435 771 436

*Junior Vice President:*

Mark Keilar 0413 866 232

### ***Date and Place of Meeting***

Saturday / Sunday 14<sup>th</sup> / 15<sup>th</sup> March 2020

Toowoomba Kart Club, Greer Park Raceway

40 Snellings Road, Helidon Spa, QLD 4342

848 Metre Circuit – Anti-Clockwise – 36 Kart Capacity

### 2. Officials of the Meeting

Chief Steward/Safety Officer:

Beth Stebbings

Clerk of Course:

Ange Jesse

Steward

TBC

Scrutineers:

David Dyson

Pit Lane/Scales Marshals: \*

Brandy palmer

Refuellers: \*

TBC

Chief Timing Officer: \*

Michelle LeGarde / Vance LeGarde

Starter: \*

Ange Jesse

First Aid:

Michelle LeGarde

\*Denotes Judges of Fact

### 3. Classes to Compete

#### **Twin Engine Honda Endurance: Seniors Only**

The only permitted engines are SEKNSW sealed Honda GX200 engines.

#### **4 Stroke Single Engine: Seniors Only**

Only Torini clubmax 210, Briggs & Stratton 206 and Subaru KX21 engines permitted

#### **4 Stroke Single Engine: Juniors Only**

Only Torini clubmax 210, Briggs & Stratton 206 and Subaru KX21 engines permitted



#### **4. Entry**

- The fee for entry in this event shall be:
  - Senior Honda Twin Endurance \$399 per kart.
  - Senior 4 Stroke Single Engine \$70 per kart
  - Junior 4 Stroke Single Engine \$70 per kart
- Driver fee is inclusive with entry fee no matter how many drivers entered per team.
- The date and time for close of entry shall be 7.00pm Wednesday 11th March 2020. Entries received after this date will incur a late entry fee of \$40.
- Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.

#### **5. Transponders**

Each competitor must supply their own transponder. Each team will be responsible for their transponder. Please ensure your transponder is charged and fitted to an appropriate location.

#### **6. Minimum Entries**

The minimum number of entries per class shall be nominated by the organisers for each round. If insufficient entries are received the event may be cancelled at the discretion of the organiser.

#### **7. Drivers Briefing**

It is ***compulsory*** for **ALL DRIVERS** to attend the Drivers Briefing.

#### **8. Format of Racing**

- The event will consist of:
  - Honda Senior Twin Endurance – two (2) one (1) hour races and one (1) six (6) hour race
  - Senior 4 Stroke Single - three (3) 10 lap heats and a one (1) hour final (combined with a Honda Senior Twin one (1) hour race)
  - Junior 4 Stroke Single - three (3) 10 lap heats and a one (1) twenty (20) Lap final
- All races to be run in an anti- clockwise direction.
- Starting grids will be determined by:
  - the first heat / race will be determined by one (1) eight (8) minute qualifying session. Juniors, senior single engine and Honda Twin engine will each have a separate qualifying session.
  - Subsequent heats / races will be determined by points accumulated in prior heats / races
  - Senior Single and twin Engines will grid separately in Senior Race 2 with the twin engine grid to the front and single engine to the rear.



- The winner of the race will be:
  - the kart/team that has completed the most number of laps at the completion of the specified time period and receives the chequered flag first for time constrained races.
  - The kart that completes the set amount of laps and takes the chequered flag first for lap constrained races.

## 9. Timetable

Saturday 14 <sup>th</sup> March 2020		Sunday 15 <sup>th</sup> March 2020	
Driver Sign on	7.00am – 8.00am	Driver's briefing	8.30am
Scrutineering	7.30am – 8.30am	Senior Warm-up	9.00am – 9.10am
Driver's Briefing	8.30am	Senior Race 3	9.30am (6 hours)
Junior Practice	9.00am – 9.30am (30 mins)	Parc Ferme / Tech	3.30pm
Senior Practice 1 (All Classes)	9.35am – 10.05am (30 mins)	Presentation	4.00pm
Junior Qualifying	10.15am (8mins)		
Senior Practice 2 (All Classes)	10.30am – 11.00am (30 mins)		
Senior Single Engine Qualifying	11.10am (8mins)		
Junior Heat 1	11.25am (10 laps)		
Senior Practice 3 (Honda Only)	11.40am – 12.10pm (30 mins)		
Senior Honda Qualifying	12.20pm (8mins)		
Lunch	12.30pm		
Senior Single Heat 1	1.00pm (10 laps)		
Junior Heat 2	1.20pm (10 laps)		
Senior Single Heat 2	1.40pm (10 laps)		
Senior Race 1 (Honda Only)	2.00pm – 3.00pm (1hour)		
Junior Heat 3	3.10pm (10 laps)		
Senior race 2 (Honda + Senior Single Engine Final)	3.25pm – 4.25pm (1hour)		
Junior Final	4.35pm (20 laps)		
Single Engine Presentation	5.15pm		

***A member from each team shall assist with pack up of club equipment at completion of the event.***



**10. Mechanical Breakdown Lane**

A mechanical breakdown lane **will not** be in use.

**11. Abandonment or Postponement**

The organisers reserve the right at their sole discretion to abandon, postpone or cancel any event(s).

**12. Prizes**

Trophies will be awarded for 1st, 2nd and 3rd in Honda MAXX Class and 1<sup>st</sup> place only in Honda Sportsman Class.

Trophies will be awarded for 1st, 2nd and 3rd in Single Engine classes.

**13. Insurance**

Insurance has been affected for this meeting as per Section 1 and Section 2 of these Supplementary Regulations as per the AASA Permit.

**14. Fuel**

Teams / drivers must provide their own fuel for practice sessions.

Prior to commencement of qualifying fuel tanks must be drained and presented to the fuel bay with empty tanks.

For all competition (qualifying sessions and races), all karts must only use control fuel from the SEKQLD fuel bay. Any team found to be using their own fuel (no matter how little) will be disqualified from the qualifying / race session immediately following addition of non-controlled fuel to their fuel tank and no further participation will be permitted until the kart is presented to the fuel bay with an empty tank and fuelled with control fuel.

Unleaded Octane 95 or 98 is the control fuel for this meeting. No E10/Ethanol based fuel is permitted.

Competitors are to supply control fuel for competition in the following quantities:

- Senior Honda Twin – 42 litres
- Senior Single 4 Stroke – 12 litres
- Junior Single 4 Stroke – 8 litres

Control fuel may be purchased no earlier than 3 days prior to the first day of competition.

A purchase receipt must be presented to the fuel marshal.

Control fuel must be submitted by competitors to the fuel marshal prior to competition to be combined in the SEK refuelling rig.



Each competitor must pump their control fuel into the SEK refuelling rig following provision of the purchase receipt to the fuel marshal.

Competitors must remove their fuel containers, following transfer of fuel into the SEK refuelling rig, once the fuel marshal has confirmed that they are satisfied the correct quantity of fuel has been supplied and updated the records accordingly.

Teams not complying with fuel requirements will not be permitted on the race circuit.

Fuel may be tested at any time during the event.

### **15. Weighing of Karts**

Karts may be weighed *during or at the conclusion of qualifying and races* at the discretion of the Clerk of the Course or the Weigh Marshall. Should a competitor fail the first test they may request one additional test.

### **16. Pit Area**

#### **Driver Change Area**

No mechanical repairs or tools are permitted in the pit area. The only work permitted on a kart in this area is chain lubing or tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge. Only tools required for lead/ballast changes are permitted in this area and all items must be removed to a safe location immediately after use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

During the event (including practice, qualifying and race) only the driver getting out of the kart, the driver getting into the kart and one pit crew are permitted in the pit area. Once a pit stop has been completed they are to leave the pit area immediately.

Speed limit in the pit area is restricted to 13kmh.

During practice, qualifying or the race, the pit area and break down lane (driver change area) may be closed to all competitors for reasons of safety, forced majeure or to ensure fairness to all competitors.

### **17. Number of tyres**

Prior to qualifying the number of prescribed tyres is open.

For specific tyres requirements for each class, refer to the relevant class regulations in following sections.



**18. Footwear**

Covered footwear **MUST** be worn in the Paddock/Parc Ferme, Ingrid and Outgrid.

**19. Apparel**

Drivers must wear the following protective apparel at all times.

➤ **1. Helmet**

Helmet must be full face design with visor. See AASA Appendix 4 - Apparel for detailed specifications. Clear visors must be used at all times of low visibility and night racing as determined by the Clerk of Course.

➤ **2. Driving Suit**

Suit must be one piece design with full length arms and legs. Driving suit is to be secured around ankles and wrist to avoid riding up and exposing arms or legs. Wet weather clothing may be worn but only over the top of clothing listed above.

➤ **3. Gloves**

Gloves are to cover whole hand and secure firmly around the wrist.

➤ **4. Shoes**

Shoes are to cover ankles.

➤ **5. Safety Equipment**

A neck brace, kidney belt or rib protector are not compulsory but highly recommended for the driver's safety.

**20. Engine Failure and Replacement**

In the event of an engine failure, a replacement engine of the same type, correctly tagged and sealed may be substituted during a race event. The clerk of the course and technical steward must be notified of the change of the engine and replacement engine number.



## 21. Senior Honda Racing Regulations

A minimum of 2 drivers are required to compete in this event.

Cross entering of drivers between teams is not permitted. Drivers cannot switch between team karts, they must remain with the kart that they were entered to drive.

For all races, stops will only count to a team's tally if completed under pit open conditions.

### **Race 1 and Race 2**

A minimum of 2 compulsory driver changes must occur in Race 1 and Race 2.

Karts should be fuelled for the full race duration prior to gridding up for Race 1 and race 2.

Any team stopping to take fuel during Race 1 and Race 2 will have that stop disallowed i.e. it will not be counted as a mandatory stop or driver change.

All nominated team members must compete in Race 1 and 2, with each driver's stint being within 10 minutes of the longest driver stint within their team.

The pit lane will be closed for the first and last 10 minutes of Race 1 and Race 2.

Fuel levels will be marked at the end of Race 2.

### **Race 3**

Fuel Levels will be refilled to the marked level from Race 2 following the warm-up preceding Race 3 and prior to commencement of Race 3.

The pit lane and fuel bay will be closed for the first and last 30 minutes of Race 3.

Grid positions for Race 3 will be determined by points accumulated across Race 1 and 2, the team with the most points from Race 1 and Race 2 being on pole position and the team with the least points from Race 1 and Race 2 being at the rear of the grid.

A minimum of ten (10) compulsory stops must be undertaken during Race 3, of which a minimum of three (3) must comprise of compulsory fuel stops.





### **Virtual Safety Kart**

The virtual safety kart will be used at the discretion of the Clerk of Course.

When required, the light system will flash yellow/red and all karts are to slow to half race pace and be prepared to stop.

The lead kart will be signalled to slow, with the field to then form in single file behind the lead kart as soon as possible.

Single file is to be maintained until the lights go green and each kart has crossed the start finish line. The Fuel bay will remain closed for the duration.

### **Points**

Points will only be awarded points for teams that cross the finishing line and take the chequered flag at race end.

For competitors in the enduro class a DNF will attract zero points unless it can be demonstrated that a mechanical or racing incident in the last 15 minutes of the race rendered their kart unable to take the chequered flag.

In the event that a mechanical or racing incident in the last 15 minutes of the race is demonstrated as the cause for the DNF, points will be awarded on the basis of finishing position as per the timing system.

Points for each race of the event will be awarded as per points for the relevant race duration identified in section 24 of these supplementary race regulations.

2 (Two) Championship Points will be awarded to the Pole Position Kart and 2 (Two) Championship Points will be awarded for fastest Lap of the race.

### **Tyres**

For qualifying and all races comprising the event the following tyres are permitted:

- one (1) set of Dunlop SL1A slick tyres
- two (2) sets of Dunlop KT6- SLW1 or KT12 wet weather tyres

Damaged or worn out tyres (by the way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitors cost.





Drivers receiving replacement tyre(s) will be required to start at the rear of the grid for the race following replacement of tyres. The only exception to this is a tyre with a manufacturing defect (as approved by the Chief Scrutineer).

### **Pit Lane**

Pit speed – karts must traverse the pit lane holding a reasonably constant speed – Hard braking or acceleration within the pit area will be deemed non-compliant and attract a penalty.

A pit lane delta time (equating to 13kmh) for passing through the pits will be advised at driver's briefing. Any teams passing through the pit lane in a time shorter than the advised delta time will receive a penalty.

Karts must come to a complete stop to execute driver changes and fuel stops but may pass through the pits without stopping for a drive through using the dedicated drive through lane.

## **22. Senior 4 Stroke Single Engine Racing Regulations**

### **GRID POSITIONS**

Grid positions for the first heat will be determined by fastest to slowest lap times achieved in qualifying, with fastest gridded on pole position.

For calculation of grid positions in the following heats / races, grid positions will be determined by points accumulated in prior heats / races with the kart accumulating the most points gridded on pole position.

If there is more than one DNF and competitors are on equal points then the relevant grid positions are to be determined by the order of retirement from the previous heats.

If this cannot be determined, then the order will be determined from the qualifying times used for race 1 grid.

If a competitor is unable to make the start of a heat, they are considered a DNS and will be awarded zero points for that race.

A DNS ranks lower than a DNF and, where points are tied, the DNS competitor will be gridded behind any DNF competitors.

### **RESULTS**

The winner of each race will be the kart that completes the prescribed number of laps in first place as set out in the supplementary regulations.



Second place will be the kart that completes the prescribed number of laps in second place and so on.

The points from all heat races will be added together for each competitor.

The competitor with the highest point score after all heats will be the winner.

Second highest points will be awarded second position and so on.

Points for the Senior 4SS class will be as per the points used for 1hr Races in the SEKQLD championship points table in Section 24 of these supplementary regulations.

Penalties deducted as per the penalties table.

### **PRIZES**

Trophies are awarded for 1st, 2nd and third place finishers.

### **RACE CLASS RULES**

Ages eligible- 16+ yrs

Drivers from 14 years of age maybe considered at the clubs discretion subject to satisfactory demonstration of fitness, kart operation and control, and ability.

Minimum weight - 160 kg total. (kart + driver incl. All PPE)

### **COMPETITION NUMBERS**

Junior competition numbers are to display a white background with black numbers

### **TYRES**

Dry:

Subaru KX21 – Dunlop DHF

Briggs 206 and Torini Clubmax 210 - Vega VAH Greens

1) Front Tyre size must be:

a. 10 x 4.50 x 5

2) Rear Tyre size must be:

a. 11 x 7.10 x 5

Wet – Vega W2

1) Front Tyre size must be:

a. 10 x 4.00 x 5

2) Rear Tyre size must be:

a. 11 x 6.50 x 5



From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:

- i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
- ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

### **CHASSIS FAILURE AND REPLACEMENT**

During the course of an event, a competitor may only use one chassis. At the sole discretion of the Clerk of Course a team may replace a chassis in the event if it is considered that a chassis is damaged beyond reasonable repair. Should a team gain permission from the Clerk of Course to change a chassis the change will only be permitted after the scrutineer has inspected the damaged kart and the new chassis has been presented for tagging. Adherence to the aforementioned procedure remains the sole responsibility of the competitor. Failure to comply may result in exclusion from the event.

### **DRIVETRAIN**

#### **Engines**

One (1) engine is permitted to be fitted to a Kart.

#### **Type**

- 1) Briggs & Stratton 206 Factory Sealed including all ancillary components as Homologated.
  - a. The engine must be manufactured by Briggs and Stratton Racing and imported into Australia by IKD.
- 2) Subaru KX21 Factory Sealed including all ancillary components as Homologated.
- 3) Torini Clubmaxx 210 TC210 Factory Sealed including all ancillary components as Homologated.
  - a. The engine must be manufactured by Austech Industries Pty Ltd.

### **CARBURETTORS**

- 1) Torini Clubmaxx TC210
  - a. Torini Butterfly Carburettor, 16.5mm Venturi (Part No. TC25TECK) with matching inlet manifold (Part No. TC21045) must be used at all times.
- 2) Briggs & Stratton 206
  - a. Briggs & Stratton Carburettor Slide must be used at all times.

**Induction Noise Silencer** - In accordance with the relevant Homologation



**Exhaust** - Header Pipe In accordance with the relevant Homologation

**Ignition** - Ignition Type In accordance with the relevant Homologation

**Ignition Kill Switch** - The OEM kill switch in accordance with the Homologation must be retained and must be fully functional at all times.

**Spark Plug** -In accordance with the relevant Homologation

**Starter** - In accordance with the relevant Homologation

**Cooling** - In accordance with the relevant Homologation

### **Transmission**

- i) Gearbox not permitted
- ii) Side plates or discs with a Maximum diameter of 195mm may be attached to the sprocket or carrier

**Clutch** - In accordance with the relevant Homologation

### **ENGINE SEALS**

- a) Save for factory fitted seals on engines used in the Briggs and Stratton and Torini Engines, only seals supplied by SEKQLD are permitted to be used. Other seals may be fitted but will have no regulatory value.
- b) Once supplied and instructed to be fitted, seals must remain in place at all times.
  - a Seal must only be removed by the Chief Scrutineer or their designated representative.
- c) Tails on plastic seals must be left at full length.
- d) All engines must have provision for sealing.
- e) Sealing must be done in accordance with these Rules.
- f) Specific Details for Engine Seals
  - (i) Unless specifically stated in individual Class definitions and/or the Homologation papers, all engines must be fitted with solid sealing nuts appropriate for the respective engine type.
  - (ii) A Solid Sealing Nut has a cross drilled hole of at least 3mm diameter in one end that allows the fitting of an engine Seal/Tag.
  - (iii) Once fitted with the Seal/Tag it must not be able to turn.
  - (iv) Only one (1) nut must be used per stud.
  - (v) Engine Seals/Tags are typically fitted to the following nuts:
    - 1) Extended Cylinder Head
    - 2) Cylinder
    - 3) Or Exhaust Nut



- (vi) Engines with Integral cylinder and cylinder head studs.
  - 1) Two (2) sealing nuts must be used.
  - 2) They are to be fitted on adjacent studs.
  - 3) The 3mm cross hole in each nut must be above the cylinder head cooling fins.
  - 4) The cylinder head cooling fins must not be drilled.
- (vii) Engines with Cylinder head studs independent of Cylinder Studs.

## **23. Junior 4 Stroke Single Engine Racing Regulations**

### **GRID POSITIONS**

Grid positions for the first heat will be determined by fastest to slowest lap times achieved in qualifying, with fastest gridded on pole position.

For calculation of grid positions in the following heats / races, grid positions will be determined by points accumulated in prior heats / races with the kart accumulating the most points gridded on pole position.

If there is more than one DNF and competitors are on equal points then the relevant grid positions are to be determined by the order of retirement from the previous heats.

If this cannot be determined, then the order will be determined from the qualifying times used for race 1 grid.

If a competitor is unable to make the start of a heat, they are considered a DNS and will be awarded zero points for that race.

A DNS ranks lower than a DNF and, where points are tied, the DNS competitor will be gridded behind any DNF competitors.

### **RESULTS**

The winner of each race will be the kart that completes the prescribed number of laps in first place as set out in the supplementary regulations. Second place will be the kart that completes the prescribed number of laps in second place and so on.

The points from all heat races will be added together for each competitor.

The competitor with the highest point score after all heats will be the winner.

Second highest points will be awarded second position and so on.



Points for the Junior 4SS class will be as per the points used for 1hr Races in the SEKQLD championship points table in Section 24 of these supplementary regulations.

Penalties deducted as per the penalties table.

### **PRIZES**

Trophies are awarded for 1st, 2nd and third place finishers.

### **RACE CLASS RULES**

Ages eligible- 11 yrs to 16 yrs

Drivers from 8 years of age maybe considered at the clubs discretion subject to satisfactory demonstration of fitness, kart operation and control, and ability.

Minimum weight - 130 kg total. (kart + driver incl. All PPE)

### **COMPETITION NUMBERS**

Junior competition numbers are to display a white background with black numbers

### **TYRES**

Dry - Vega VAH Green

- 1) Front Tyre size must be:
  - a. 10 x 4.50 x 5
- 2) Rear Tyre size must be:
  - a. 11 x 7.10 x 5

Wet – Vega W2

- 1) Front Tyre size must be:
  - a. 10 x 4.00 x 5
- 2) Rear Tyre size must be:
  - a. 11 x 6.50 x 5

From the commencement of the first qualifying session at a Meeting, only the following Tyres are permitted to be used during a Meeting unless otherwise advised in Supplementary Regulations:

- i) one (1) set of Dry Tyres (plus one (1) replacement Dry Tyre if permitted in accordance with the Rules); and
- ii) one (1) set of Wet Weather Tyres (plus one (1) replacement Wet Weather Tyre if permitted in accordance with the Rules).

### **CHASSIS FAILURE AND REPLACEMENT**

During the course of an event, a competitor may only use one chassis.



At the sole discretion of the Clerk of Course a team may replace a chassis in the event if it is considered that a chassis is damaged beyond reasonable repair. Should a team gain permission from the Clerk of Course to change a chassis the change will only be permitted after the scrutineer has inspected the damaged kart and the new chassis has been presented for tagging. Adherence to the aforementioned procedure remains the sole responsibility of the competitor. Failure to comply may result in exclusion from the event.

## **DRIVETRAIN**

### **Engine**

- i) One (1) engine is permitted to be fitted to a Kart.

### **Type**

- 1) Briggs & Stratton 206 Factory Sealed including all ancillary components as Homologated.
  - a. The engine must be manufactured by Briggs and Stratton Racing and imported into Australia by IKD.
- 2) Torini Clubmaxx 210 TC210CEK Factory Sealed including all ancillary components as Homologated.
  - a. The engine must be manufactured by Austech Industries Pty Ltd.

## **CARBURETTORS**

- 1) Torini Clubmaxx TC210
  - a. Torini Butterfly Carburettor, 16.5mm Venturi (Part No. TC25TECK) with matching inlet manifold (Part No. TC21045) must be used at all times.
- 2) Briggs & Stratton 206
  - a. Briggs & Stratton Carburettor Slide - 0.570 (Yellow Briggs and Stratton Restrictor) must be used at all times.

**Induction Noise Silencer** - In accordance with the relevant Homologation

**Exhaust** - Header Pipe In accordance with the relevant Homologation

**Ignition** - Ignition Type In accordance with the relevant Homologation

**Ignition Kill Switch** - The OEM kill switch in accordance with the homologation must be retained and must be fully functional at all times.

**Spark Plug** - In accordance with the relevant Homologation

**Starter** - In accordance with the relevant Homologation





**Cooling** - In accordance with the relevant Homologation

### **Transmission**

- i) Gearbox not permitted
- ii) Side plates or discs with a Maximum diameter of 195mm may be attached to the sprocket or carrier

**Clutch** - In accordance with the relevant Homologation

### **ENGINE SEALS**

- a) Save for factory fitted seals on engines used in the Briggs and Stratton and Torini Engines, only seals supplied by SEKQLD are permitted to be used. Other seals may be fitted but will have no regulatory value.
- b) Once supplied and instructed to be fitted, seals must remain in place at all times.
  - a Seal must only be removed by the Chief Scrutineer or their designated representative.
- c) Tails on plastic seals must be left at full length.
- d) All engines must have provision for sealing.
- e) Sealing must be done in accordance with these Rules.
- f) Specific Details for Engine Seals
  - (i) Unless specifically stated in individual Class definitions and/or the Homologation papers, all engines must be fitted with solid sealing nuts appropriate for the respective engine type.
  - (ii) A Solid Sealing Nut has a cross drilled hole of at least 3mm diameter in one end that allows the fitting of an engine Seal/Tag.
  - (iii) Once fitted with the Seal/Tag it must not be able to turn.
  - (iv) Only one (1) nut must be used per stud.
  - (v) Engine Seals/Tags are typically fitted to the following nuts:
    - 1) Extended Cylinder Head
    - 2) Cylinder
    - 3) Or Exhaust Nut
  - (vi) Engines with Integral cylinder and cylinder head studs.
    - 1) Two (2) sealing nuts must be used.
    - 2) They are to be fitted on adjacent studs.
    - 3) The 3mm cross hole in each nut must be above the cylinder head cooling fins.
    - 4) The cylinder head cooling fins must not be drilled.
  - (vii) Engines with Cylinder head studs independent of Cylinder Studs.



## 24. Points

Unless otherwise specified in class specific rules contained in these supplementary regulations, SEKQLD uses the following points table for each race.

Competitors in the Sportsman Enduro and sprint classes will be awarded points based on their outright finishing positions for each race.

Position	Race Duration, hrs												
	1	2	3	4	5	6	7	8	9	10	11	12	24
1	15	30	45	66.5	83.5	100	102.5	105	110	115	120	125	200
2	14.5	29	43.5	63.5	79	95	97.5	100	104.5	109	114	119	190
3	14	28	42	60.5	76	91	93.5	95.5	100	104.5	109	114	182
4	13.5	27	40.5	58.5	73.5	88	90	92.5	97	101	105.5	110	176
5	13	26	39	56.5	71	85	87	89.5	93.5	97.5	102	106.5	170
6	12.5	25	37.5	54.5	68.5	82	84	86	90	94.5	98.5	102.5	164
7	12	24	36	52.5	66	79	81	83	87	91	95	99	158
8	11.5	23	34.5	50.5	63.5	76	78	80	83.5	87.5	91	95	152
9	11	22	33	48.5	61	73	75	76.5	80.5	84	87.5	91.5	146
10	10.5	21	31.5	46.5	58.5	70	72	73.5	77	80.5	84	87.5	140
11	10	20	30	45.5	56.5	68	69.5	71.5	75	78	81.5	85	136
12	9.5	19	28.5	44	55	66	67.5	69.5	72.5	76	79	82.5	132
13	9	18	27	42.5	53.5	64	65.5	67	70.5	73.5	77	80	128
14	8.5	17	25.5	41.5	51.5	62	63.5	65	68	71.5	74.5	77.5	124
15	8	16	24	40	50	60	61.5	63	66	69	72	75	120
16	7.5	15	22.5	38.5	48.5	58	59.5	61	64	66.5	69.5	72.5	116



Position	Race Duration, hrs												
	1	2	3	4	5	6	7	8	9	10	11	12	24
17	7	14	21	37.5	46.5	56	57.5	59	61.5	64.5	67	70	112
18	6.5	13	19.5	36	45	54	55.5	56.5	59.5	62	65	67.5	108
19	6	12	18	34.5	43.5	52	53.5	54.5	57	60	62.5	65	104
20	5.5	11	16.5	33.5	41.5	50	51	52.5	55	57.5	60	62.5	100
21	5	10	15	32.5	41	49	50	51.5	54	56.5	59	61.5	98
22	4.5	9	13.5	32	40	48	49	50.5	53	55	57.5	60	96
23	4	8	12	31.5	39	47	48	49.5	51.5	54	56.5	59	94
24	3.5	7	10.5	30.5	38.5	46	47	48.5	50.5	53	55	57.5	92
25	3	6	9	30	37.5	45	46	47.5	49.5	51.5	54	56.5	90
26	2.5	5	7.5	29.5	36.5	44	45	46	48.5	50.5	53	55	88
27	2	4	6	28.5	36	43	44	45	47.5	49.5	51.5	54	86
28	1.5	3	4.5	28	35	42	43	44	46	48.5	50.5	52.5	84
29	1	2	3	27.5	34	41	42	43	45	47	49	51.5	82
30	0.5	1	1.5	26.5	33.5	40	41	42	44	46	48	50	80

Competitors in all classes will only be awarded points if they take the chequered flag at race end.

For competitors in the sprint classes a DNF will attract zero points for that race / heat.

For competitors in the enduro class a DNF will attract zero points unless it can be demonstrated that a mechanical or racing incident in the last 15 minutes of the race rendered their kart unable to take the chequered flag.



In the event that a mechanical or racing incident in the last 15 minutes of the race is demonstrated as the cause for the DNF, points will be awarded on the basis of finishing position as per the timing system.

2 (Two) Championship Points will be awarded to the Pole Position Kart and 2 (Two) Championship Points will be awarded for fastest Lap of the race.

## 25. Penalties

Offence	Penalty
Exceeding the Pit Lane Speed Limit	A drive-through penalty per offence.
Failure to take the minimum number of stops	A 5 Lap penalty applied post-race per offence.
Failure to take the minimum number of refuelling stops	A 15 lap penalty applied post-race per offence
Working on Kart in Pit Lane (outside what is allowed)	A 5 Lap penalty applied post-race per offence.
Lubricating chains outside of specified method	A drive-through penalty per offence.
Failure to correctly complete a fuel stop (not correctly leaving kart, failure to adhere to timer, working on kart in fuel bay and/or more than one other team member being present in the fuel bay)	A 5 Lap penalty applied post-race per offence.
Avoidable Collision (deemed unintentional)	A drive-through penalty per offence.
Dangerous Driving (deemed Intentional)	Determined by Stewards Hearing
Entering the circuit unauthorised	Exclusion from practice, qualifying or event.
Exceeding the Driving Time Limit	A 5 Lap penalty applied post-race per offence.
Pitting under safety kart / Pit lane closed conditions	Re-taking of any stops completed in Pit-Lane Open conditions
Overtaking under Safety Kart conditions	A drive-through penalty per offence, unless addressed before restart
Unsafe Driving under Safety Kart conditions	A 5 Lap penalty applied post-race per offence
Underweight	A 5 Lap penalty applied post-race per offence per kilogram underweight or part thereof.

Penalties at discretion of the Clerk of the Course.

All penalties are a minimum at the discretion of Clerk of the Course.