



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 :- _____ AASA210820-SEKQLD4258

2. Organisers

Sportsman Enduro Karting Qld

Website: www.sekqld.com

Email: simon.ham@arup.com

President:

Simon Ham 0448 270 461

Vice President:

Beth Stebbings 0422 391 572

Junior Vice President:

Dan Nystrom 0422 494 523

Date and Place of Meeting

Friday 21st August – Practice available - \$30 per kart payable on the day
Saturday / Sunday 21st / 22nd August 2020
Cooloola Coast Kart Club, 10 Runge Road, Gympie, QLD 4570
890 Metre Circuit – Clockwise – 36 Kart Capacity

3. Officials of the Meeting

Chief Steward/Safety Officer:	Phil Talbot
Clerk of Course:	Beth Stebbings
Steward	Ange Jesse
Scrutineers:	David Dyson
Pit Lane Marshall	Brandy Palmer / Fiona Williams
Scales Marshals: *	Tony Williams
Refuellers: *	Colin Palmer
Chief Timing Officer: *	Nancy and Graham Castledine
Starter: *	Beth Stebbings
First Aid:	Andrew Beer / Murray Heath

*Denotes Judges of Fact

4. 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 Clubmaxx 210, Briggs & Stratton 206, Subaru KX21 engines and Torini Supermaxx 250 permitted

4 Stroke Single Engine: Juniors Only

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



Permitted

4 stroke Single Engine Cadets

Only Torini Clubmaxx 210 and Briggs & Stratton 206

F100 Seniors only

Refer to F100 technical regulations for engine requirements

5. 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
 - Cadet 4 Stroke Single Engine \$70 per kart
 - F100 \$70 per kart
- Driver fee is inclusive with entry fee no matter how many drivers entered per team.
- All entrants must hold current SEK Membership which is \$20 for Seniors and \$10 for Juniors and cadets per calendar year, half price if joining after 30th June – Application to be made using the following link:
<https://sekqld.com/membership/>
- The date and time for close of entry shall be 7.00pm Wednesday 19th August 2020. Entries received after this date will incur a late entry fee of \$40.
- Enduro teams wishing to order Dunlop tyres through the club will need to nominate for the event no later than Friday 14th August 2020
- Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.

6. Specific COVID-19 Restriction and Mitigation Measures

COVID-19 Declaration Form is required to be completed by all attendees before race weekend (see link: <https://sekqld.com/covid-19-compliance-information/>). These forms will be logged by SEKQLD to form a register of all attendees at the venue including contact details to enable contact tracing should a COVID-19 case being identified as attending the event.

Social distancing and personal hygiene practices to be observed at all times.

Each person is asked to bring their own sanitiser to use. The club will make available limited sanitiser to supplement in key areas.

Anticipated number of community sport members

Commencing 3rd July, Qld government Stage 3 restrictions apply.

Subject to complying with the requirement to for attendees to maintain 1.5m safe distancing on site, up to 500 people are allowed to attend an event, inclusive of personnel, officials, canteen operators and spectators.



Karting in Queensland is currently subject to an Approved Industry Safe Plan which can be found on the following link -
https://www.covid19.qld.gov.au/_data/assets/pdf_file/0010/130204/industry-covid-safe-outdoor-sports.pdf

Further guidance can be found on the Karting Australia website which sets out the State of the States and provides specific guidance relating to Qld using the following link.
<https://www.karting.net.au/wp-content/uploads/2020/07/Advice-Clubs-and-States-3-July-2020.pdf>

Canteen

Single file line to canteen ordering (remaining 1.5m from canteen operator and other customers at all times)
No sharing of utensils, saltshakers

Officials Brief officials on Covid Safe measures they MUST enforce i.e. Grid marshall, scrutineers and scales marshalls

Cleaning Shared facilities and cleaning processes that must be cleaned frequently throughout the day. Those cleaning must wear PPE at ALL times, closed in shoes and wash hands at the conclusion of cleaning:

Toilets To be cleaned frequently throughout the day by members assisting Covid Officer

Hand basin To be cleaned each practice day with disinfectant To be cleaned frequently throughout the day by members assisting Covid Officer

Showers Every other shower In operation as camping is permitted To be cleaned frequently throughout the day by members assisting Covid Officer

Hand sanitising available Toilet area In grid Front of out grid Canteen Grandstand entry (grandstand will be blocked off and not in use) All hand sanitising stations will be checked and topped up as needed by Essential Personnel

Canteen Benches to be wiped frequently by canteen operators where attendees collect food

First Aid With the exception of medical need, this room is not to be used. Should it be used, thorough cleaning of room, door handles, chairs and any other high touch surfaces

The following areas are required to be cleaned frequently and at end of each race day by personnel working in these positions on the day:



Scrutineering Thorough cleaning of door handles, tools, benches and any other high touch surfaces

Timing Thorough cleaning of door handles, chairs, bench, buttons, pens, printer, flags and any other high touch surfaces

Club Room Thorough cleaning of door handle, padlock, bench, printer, pens, fridge handles, drawers and any other high touch surfaces

Grid Thorough cleaning of microphone, grid bench, grid gate and any other high touch surfaces

Officials Headsets Thorough cleaning of all headsets and walkie talkie handsets

Stewards Room Will be set up with only Steward's desk and two chairs 1.5m away. Thorough cleaning will be done prior to event and also at the end of each race sessions.

Club Room Will be out of bounds

Tech Shed Will be out of bounds

Scales Weigh in's will take place Driver's will be instructed when and where to move Scales marshall will remain behind the fence where scales reside Only driver and kart permitted in scales area unless help is requested by scales marshall Once driver has weighed in, support person is permitted to help put kart on trolley then immediately return to pit

Paddock 5m separation to be observed between competitor pit setup's.

Spectators Only spectators and attendees having completed a Covid declaration are permitted to watch from the fence line Fluro paint will be painted along fence line to maintain social distancing and mark where you can watch the racing from.

Organisation of community sporting activities

Each pit must be at least 5m away from other pits –Essential SEKQLD Personnel will advise if pit setup is acceptable, their say is final. Anyone not obeying directives from SEKQLD personnel may be asked to leave the premises and be removed from the event.

First Aid Brief medical / first aid officers on specific Covid Safe requirements No access to first aid room by ANYONE except person being treated.

Wear PPE at ALL times

No access to first aid room if symptoms of Covid are present If someone presents with symptoms notify SEKQLD Covid Officer. Pack up without making contact with anyone Leave the circuit Phone Covid-19 Help Line on 1900 020 080 In the above



case, facility must be closed immediately, thoroughly deep cleaned and a STOP DO NOT ENTER sign put on first aid room

Driver's Briefing & Presentation

Delivered via PA system Everyone to remain in their pit space. It is expected that all participants make themselves familiar with these supplementary regulations prior to the event. The drivers briefing will consist of key regulatory information only. Questions from participants should be addressed to the Chief Steward or Clerk of the Course following drivers briefing observing safe distancing measures and where necessary clarification in response is required, that will be communicated to all competitors via the PA. No podium presentations. Winners to be announced over PA system Winners to collect their prizes/trophies before leaving facility

Driver's and Pit Crew

Strictly one (1) driver and one (1) pit crew ONLY

Pits to be set up with trailer – marquee, trailer – marquee

No joining of marquees will be allowed

Maintain 1.5m social distance at all times

Wash hands regularly

Maintain cough and sneeze etiquette

Must complete and submit SEKQLD Covid Declaration on or before Wednesday of the week of race meeting

PRIOR to event If you feel unwell or have any Covid symptoms – DO NOT ENTER THE FACILITY

If you feel unwell during race day, please report to first aid and Covid Officer will be notified Sign on sheets will not be in use

In and out Grid

Out grid STRICTLY limited to driver and support person.

Support person must remain within grid (except F100 support crew who may move out in unison with other competitors for push starting purposes.

Every 2nd out grid space to be used.

In grid driver and officials only – no parents allowed (Unless they are the support person).

Competitors must leave 1m gap between their kart and kart in front of them

One person at a time allowed to retrieve kart from in grid and ONLY when called to help.

Driver and helper must leave in grid immediately.

Strategies used to communicate/inform members preventative actions

SEKQLD Website and PA system throughout the day and Driver's briefing

Strategy to reduce in-person contact between drivers and other personnel.

Each driver must place their kart on every second out grid spot No participant to be near other drivers except their own No sharing of tools or gear No unnecessary body



contact (e.g. hand shaking, high fives) Upon entering 'in grid' and when using scales each driver is to stop minimum 1.5m behind the other driver. Markers will be placed in appropriate places.

Those who have been in contact or had Covid-19

Sport members and individuals should not return to sport if in the last 14 days they have been unwell or had close contact with a known or suspected case of COVID-19. In an environment of community transmission of COVID-19, any individual with respiratory symptoms (cough, sore throat, fever or shortness of breath), even if mild, should be considered a possible case of COVID-19. An athlete with a possible case of COVID-19 should refrain from training (even at home) until they have been cleared to do so by a doctor, given the potential for worsening illness. If you begin to feel unwell while at facility or shortly after leaving facility please make sure you self-isolate immediately and notify SEKQLD Essential Personnel present or listed in these supplementary regulations or contact president@sekkqld.com to inform us.

7. 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.

8. 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.

9. Drivers Briefing

It is **compulsory** for **ALL DRIVERS** to attend the Drivers Briefing – Note COVID management procedures.



10. Format of Racing

- The event will consist of:
 - Honda Senior Twin Endurance – one (1) one (1) hour race and one (1) seven (7) hour race
 - Senior 4 Stroke Single - three (3) 10 lap heats and a fifty (50) minute final (combined with a Honda Senior Twin one (1) hour race)
 - Junior 4 Stroke Single - three (3) ten (10) lap heats and a one (1) twenty (20) Lap final
 - Cadet 4 Stroke Single - three (3) eight (8) lap heats and a one (1) twelve (12) Lap final
 - F100 – Two (2) 12 lap heats, one (1) 14 lap pre-final and a sixteen (16) lap final
- All races to be run in a clockwise direction.
- Starting grids will be determined by:
 - the first heat / race will be determined by one (1) eight (8) minute qualifying session for 4 stroke classes and one (1) five (5) minute qualifying session for F100. Cadets and Juniors will be a combined qualifying session. Honda Twin engine senior, 4 stroke single engine seniors and F100 will each have a separate qualifying session.
 - Subsequent heats / races will be determined by points accumulated in prior heats / races, with the exception of F100 where the Final starting positions will be determined by the finishing order of the pre-final
 - Senior Single and twin Engines will grid separately in combined Honda Twin engine Race 1 and 4 stroke single engine Senior Final 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.

11. Timetable

Saturday 22 nd August 2020		Sunday 23 rd August 2020	
Driver Sign on	7.00am – 7.45am	Driver’s briefing	8.30am
Scrutineering	7.00am – 7.45am	Senior Warm-up	9.00am – 9.10am
Driver’s Briefing	7.45am	Senior Race 2	9.30am (7 hours)
Cadet / Junior Practice	8.00am – 8.10am (10 mins)	Parc Ferme / Tech	4.30pm
Senior 4 Stroke Single Practice 1	8.15am – 8.25am (10 mins)	Presentation	5.00pm
Senior 4 stroke Honda Practice 1	8.30am – 8.50am (20 mins)		



F100 Practice 1	8.55am – 9.00am (5 mins)		
Cadet / Junior Qualifying	9.05am – 9.13am (8 mins)		
Senior 4 Stroke Single Practice 2	9.25am – 9.35am (10 mins)		
Cadets Heat 1	9.40am – 9.50am (8 laps)		
Juniors Heat 1	9.55am – 10.05am (10 laps)		
F100 Practice 2	10.10am – 10.15am (5 mins)		
Cadets Heat 2	10.25am – 10.35am (8 laps)		
Senior 4 Stroke Single Qualifying	10.40am – 10.48am (8mins)		
Juniors Heat 2	10.55am – 11.05am (10 laps)		
F100 Qualifying	11.10am – 11.15am (5mins)		
Senior 4 stroke Honda Practice 2 / Qualifying	11.25am – 11.45am (first 10 mins practice, second 10 mins qualifying)		
Senior 4 Stroke Single Heat 1	11.50am – 12.00pm (10 laps)		
F100 Heat 1	12.05pm – 12.20pm (12 laps)		
Cadets Heat 3	12.30pm – 12.40pm (8 laps)		
Juniors Heat 3	12.45pm – 12.55pm (10 laps)		
F100 Heat 2	1.00pm – 1.15pm (12 laps)		
Senior 4 Stroke Single Heat 2	1.25pm – 1.35pm (10 laps)		
Cadets Heat Final	1.40pm – 1.50pm (12 laps)		
F100 Pre-Final	1.55pm – 2.10pm (14 laps)		
Senior 4 Stroke Single Heat 3	2.25pm – 2.35pm (10 laps)		
Juniors Final	2.40pm – 3.00pm (20 laps)		
F100 Final	3.05pm – 3.20pm (16 laps)		
Senior 4 stroke Honda Race 1 / Senior 4 Stroke Single Final combined	3.30pm – 4.30pm (1hour for Honda Class and 50 minutes for Senior 4 Stroke Single Engine class)		
F100 and 4 Stroke Single Engine Presentation	5.00pm		

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

12. Mechanical Breakdown Lane

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



13. Abandonment or Postponement

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

14. Prizes

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

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

15. Insurance

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

16. Fuel

F100

F100 teams must supply their own fuel for the event.

4 Stroke classes

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
- Cadet Single 4 Stroke – 7 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.

17. 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.

18. 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 for all 4 stroke classes, leniency will be provided to F100 subject to karts entering at minimum possible speed within constraints of the engine and gearing.

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.

19. 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.

20. **Footwear**

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

21. **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.

22. **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.

23. **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

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



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

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

All nominated team members (For teams up to 3 drivers) must compete in Race 1, with each driver's stint being within 10 minutes of the longest driver stint within their team. Teams with more than 3 drivers must select a minimum of 3 drivers to compete in this race.

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

Race 2

Karts will be allowed to fuel at the fuel bay prior to commencement of Race 2 following the warm-up preceding Race 2.

The pit lane and fuel bay will be closed for the first and last 30 minutes of Race 2.

Grid positions for Race 2 will be determined by finishing position from Race 1.

A minimum of eleven (11) compulsory stops must be undertaken during Race 2, 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 27 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 each 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.

24. 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 27 of these supplementary regulations.

Penalties deducted as per the penalties table.

PRIZES

Trophies are awarded for 1st, 2nd and 3rd 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. Should discretion be granted SEKQLD will provide recommendation to AASA that a senior license is provided.

Minimum weights:

All engines (except Torini Supermaxx 250) - 160 kg total. (kart + driver incl. All PPE)

Torini Supermaxx 250 – 168 kg total (kart + driver incl. All PPE)

COMPETITION NUMBERS

Senior competition numbers are to display a white background with black numbers OR Black numbers on a yellow background

TYRES

Dry:

Subaru KX21 – Dunlop DFH

Briggs 206, Torini Clubmaxx 210 and Torini Supermaxx 250 - 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 supplied in Australia by IKD QR Aussiespeed.
- 2) Subaru KX21 including all ancillary components as Homologated.
- 3) Torini Clubmaxx 210 TC210 and Torini Supermaxx 250 TC250CEK Factory Sealed including all ancillary components as Homologated.
 - a. The engine must be assembled by Austech Industries Pty Ltd.

CARBURETTORS

- 1) Torini Supermaxx TC250 CEK
 - a. Torini 19mm Venturi Butterfly Type (P/N: TC25SEK)
- 2) Torini Clubmaxx TC210
 - a. Torini Butterfly Carburettor, 19mm Venturi (Part No. TC25048) with matching inlet manifold (Part No. TC25046) must be used at all times.
- 3) 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.

25. 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 27 of these supplementary regulations.

Penalties deducted as per the penalties table.

PRIZES

Trophies are awarded for 1st, 2nd and 3rd 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 OR black numbers on a yellow background

TYRES

Subaru KX21 – Dunlop DFH

Briggs 206 and Torini Clubmax 210

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 supplied in Australia by IKD OR Aussiespeed.
- 2) Torini Clubmaxx 210 TC210CEK Factory Sealed including all ancillary components as Homologated.
 - a. The engine must be assembled by Austech Industries Pty Ltd.
- 3) Subaru KX21 including all ancillary components as Homologated

CARBURETTORS

- 1) Torini Clubmaxx TC210
 - a. Torini Butterfly Carburettor, 19mm Venturi (Part No. TC25048) with matching inlet manifold (Part No. TC25046) 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.

26. Cadet 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 Cadet 4SS class will be as per the points used for 1hr Races in the SEKQLD championship points table in Section 27 of these supplementary regulations.

Penalties deducted as per the penalties table.

PRIZES

Trophies are awarded for 1st, 2nd and 3rd place finishers.

RACE CLASS RULES

Ages eligible- 6 yrs to 13 yrs

Minimum weight - 100 kg total. (kart + driver incl. All PPE)

COMPETITION NUMBERS

Cadet competition numbers are to display a white background with Red numbers OR black numbers on a yellow background

TYRES

Briggs 206 and Torini Clubmax 210

Dry - Vega VAH Green

1) Front Tyre size must be:

a. 10 x 4.50 x 5

2) Rear Tyre size must be:

a. 10 x 4.50 x 5

Wet – Vega W2



- 1) Front Tyre size must be:
 - a. 10 x 4.50 x 5
- 2) Rear Tyre size must be:
 - a. 10 x 4.50 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 supplied in Australia by IKD OR Aussiespeed.
- 2) Torini Clubmaxx 210 TC210CEK Factory Sealed including all ancillary components as Homologated.
 - a. The engine must be assembled by Austech Industries Pty Ltd.

CARBURETTORS

- 1) Torini Clubmaxx TC210
 - a. Torini Butterfly Carburettor, 16.5mm Venturi Butterfly Type (P/N: TC25TECK) with matching inlet manifold (Part No. TC25045) 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.



27. 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.

28. Penalties

Offence	Penalty
Exceeding the Pit Lane Speed Limit	A drive-through penalty for the first offence. Second and subsequent offences – 5 lap penalty
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 / full course yellow (unless directed)	A drive-through penalty per kart passed, unless addressed before restart
Unsafe Driving under Safety Kart conditions	A 5 Lap penalty applied post-race per offence
Fail to hold position on restart	Drive through penalty per kart passed prior to the start finish line
Underweight	A 5 Lap penalty applied post-race per offence per kilogram underweight or part thereof.



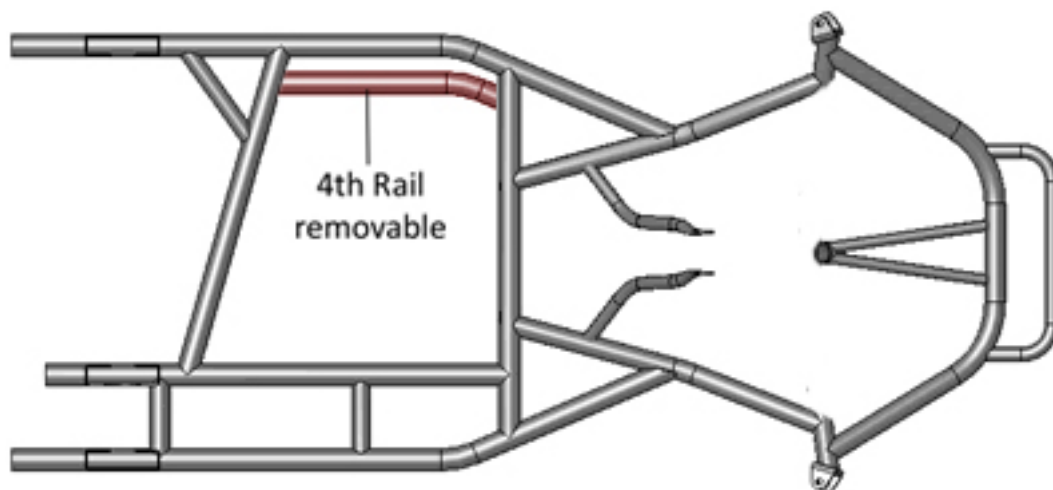
	Excluded from qualifying if underweight in qualifying session
Fail to obey official direction	Determined by Stewards hearing (recommended minimum 15 lap penalty post race)
Fail to slow to reasonable pace or come to a halt when directed during a full course red	Determined by Stewards (recommended exclusion of driver)

Penalties at discretion of the Clerk of the Course.

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

CHASSIS

- All chassis used must be manufactured or homologated pre 2000. (chassis manufacture date can be post 2000 if model was homologated prior to year 2000).
- The chassis shape and or design must remain as manufactured. No bars are to be added from original shape/design by either welding or clamping. The removal of or cutting of a 4th rail is the only modification that can be made (*see below diagram*). Any modified karts must be returned to original state by either rewelding or suitable clamping, any additional bars added must be removed completely.



- Front stub axle spindle size must not exceed 17mm. Where front bolt on hubs are used, they must retain 17mm bearing.
- Rear of kart measured from outside of rim bead must not exceed 1400mm.

- Rear axle size and hubs are open.
- Brake brand and type are open except that magnesium or self-adjusting callipers are banned. Brake disc must remain original width. No front brakes of any kind allowed
- All karts must have Side pods. Nosecone and Nassau/Driver panel era specific.
- Kart numbers must be displayed on the front Nassau panel and rear crash bar sidepod numbers are optional.
- Secondary or safety cable must be in place on all brake master cylinder to brake pedal linkage. Tie wire must used to retain pad fasteners.
- Safety retention cable must be in place between muffler and chassis/rear crash bar.

TYRES

Only permitted tyre is the **MG SM Yellow 2020 KZ-Green Barcode**. *[Below pic.](#)*

These are readily available from either Kart Shops or Online (Free delivery with DPE)

In the event of a race meeting being declared wet, tyre compound is optional.



ENGINES

- Air cooled type engines ONLY allowed and must have been homologated before December 31st, 1998.

- Maximum allowable size = 100 cc plus 5cc. This allows use of many older engines only engines that are homologated will be allowed. (Rotary or Reed valve only)

- Carburettors must also be homologated prior to Dec 31st, 1999 can be either 2 or 3 jet butterfly type only. Maximum venturi size of 24mm Max 27.8mm at manifold. *(If you need clarification on your Carburettor eligibility please ask).*

- Fuel type is open, up to and including 102 Octane except that no methanal based fuel or additives are allowed

- Airbox must be 90's era specific.

* Due to the unclear inception date the X30 Style airbox is allowed. *Below pic.*



CLASS WEIGHT

F100 PRO = **158kg**

If weights are used must be securely fastened in such a way as there is no risk of weights becoming dislodged during racing or collisions. Race day Scrutineers will have sole discretion on any decision regarding this rule.