



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 Sportsman Enduro Race Regulations and these supplementary rules must be adhered to.

Permit Number :- **AASA230421- SEKQ4544**

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

Saturday / Sunday 24th / 25th April 2021

Dromeside Raceway

Bundaberg Kart Club

University Drive

Branyan QLD 4670

Clockwise Direction – 760m – 32 Kart Capacity

3. Officials of the Meeting

Chief Steward/Safety Officer:	Ange Jesse
Clerk of Course:	Beth Stebbings
Steward	David Dyson
Scrutineers:	Paul Crossley
Pit Lane	Brandy Palmer
Scales Marshals: *	Kobe Palmer
Refuellers: *	Dan Nystrom
Chief Timing Officer: *	Mark Keilar
Starter: *	Beth Stebbings
First Aid:	Marnie O'Neil

*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, Torini Supermaxx 250 and Briggs & Stratton World Formula engines are 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, Briggs & Stratton 206 and Subaru EX21 engines

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 Sunday-Enduro \$349 per kart
(Reduced fee if also entered in the 4stroke sprint \$329 per kart)
 - Senior 4 Stroke Single Engine mini-Enduro (2hr) \$140 per kart
(Reduced fee if also entered in the 4stroke sprint \$100 per kart)
 - Senior 4 Stroke Single Engine Sprint \$70 per kart
 - Junior/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 be current members of SEKQLD, membership is \$20 for Seniors and \$10 for Juniors renewable at the beginning of each year. For competitors undertaking their first race with SEKQLD after 30th June a 50 % discount membership rate will apply. Membership fees will be charged with first race entry invoice for the year unless paid in advance.
- The date and time for close of entry shall be 7.00pm Wednesday 21st April 2021. 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 16th April 2021
- 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 at the event 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.

Queensland Government Requirements

Competitors must make themselves familiar with current COVID restrictions in Queensland prior to attending the event and follow any restrictions in place at the time, details can be found on the following link:-

https://www.covid19.qld.gov.au/government-actions/roadmap-to-easing-queenslands-restrictions#_current

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/administration/covid-19-information>

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. Anyone failing to attend must present to the Clerk of Course or risk exclusion from the event.

10. Format of Racing

- The event will consist of:
 - **Honda Senior Twin Endurance** – One (1) ten-minute qualifying session, One (1) One-hour race, One (1) Two-hour race and One (1) four-hour race
 - **Senior 4 Stroke Single Sunday Endurance** – One (1) Two-hour race and One (1) four-hour race on Sunday only, combined with the Honda Senior Twin Endurance Class.
 - **Senior 4 Stroke Single Mini Endurance** – One (1) Two-hour race on the Sunday only, combined with the Honda Senior Twin Endurance Class
 - **Senior 4 Stroke Single Engine Sprint** - One (1) eight-minute qualifying session, three (3) ten-lap heats and a one (1) one-hour final combined with a Honda Senior Twin Endurance class.
 - **Junior 4 Stroke Single** - One (1) five-minute qualifying session, three (3) ten-lap heats and a one (1) twenty-lap final
 - **Cadet 4 Stroke Single** - One (1) five-minute qualifying session, three (3) eight-lap heats and a one (1) twelve-lap final
 - **F100** – One (1) five-minute qualifying session, Two (2) 10-lap heats, one (1) 12-lap pre-final and one (1) 16-lap final

➤ All races to be run in a clockwise direction.

➤ **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 and final, grid positions will be determined by points accumulated in prior heats with the kart accumulating the most points gridded on pole position, with the exception of F100 and Endurance classes.

The F100 Final starting positions will be determined by the result of the Pre-Final, and Endurance classes will be determined as described in the Race Regulations section.

Where Senior 4 Stroke Single and Honda Senior twin endurance classes are combined, each category will grid separately with the twin engine grid to the front and single engine to the rear. The front row of the 4 Stroke Senior Single Engine field is to maintain a minimum



separation distance of 10m from the rear of the Honda grid during the formation laps and may only commence racing after crossing the start / finish line once the flag has been dropped.

Overtaking prior to the start / finish line will be penalised in accordance with Section 29 of these Supplementary Regulations.

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 lap constrained 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 winner of the round in 4 Stroke Single Engine sprint races will be determined by adding points accumulated in all heats and the final for each competitor.

The competitor with the highest point score after all races will be the winner of the round.

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

Points for the 4 Stroke Single engine classes will be as per the points used for 1hr Races in the SEKQLD championship points table in Section 28 of these supplementary regulations for all heats and the final. Penalties deducted as per the penalties table.

The winner of the event in the F100 class will be determined by finishing order in the Final only.

The winner in all time constrained races will be determined by the kart covering the greatest race distance within the allotted race time.

Endurance class points will be awarded for the corresponding race length.

11. Scrutiny

Each competitor is responsible for ensuring that their kart is compliant with all applicable technical regulations, at all times during the meeting. For team events, the nominated Team Manager shall be responsible.

Scrutineering checks may be undertaken on any kart before, during, or at the conclusion of competition, at the discretion of the scrutineer. Any non-compliance may result in disqualification, or any other penalty at the discretion of the scrutineer.



A scrutineering check is to be undertaken by the competitor, and a signed copy of the completed scrutineering record presented to the scrutineers during the Safety Check time nominated in the schedule, who will conduct a general safety check on each kart.

Scrutineering Form: <https://sekqld.com/?mdocs-file=640>

At the time of scrutineering submission and safety check, each competitor shall submit a signed indemnity waiver form.

Waiver Form: <https://aasa.com.au/wp-content/uploads/AASA-Driver-Indemnity-QLD-2-1.pdf>

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.

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 with another engine listed on the scrutineering form. (F100 excepted)

In the event that a replacement engine not listed on the scrutineering form is used, the clerk of the course and technical steward must be notified of the change of the engine and replacement engine number. (F100 excepted)

12. Timetable

Saturday 24th April 2021					Sunday 25th April 2021				
Class	Session	Time			Session	Time			
Driver Sign on		8:30 AM	-	9:30 AM (1 hr)	Anzac Ceremony	6:00 AM			
Scrutineering		8:30 AM	-	9:30 AM (1 hr)	Driver Briefing	7:30 AM			
Driver's Briefing		9:30 AM	-	9:45 AM (15 Mins)	Honda Warm-up / Senior 4 Stroke Single Qualifying	8:00 AM	-	8:30 AM (30 Mins)	
Cadet	Practice 1	9:45 AM	-	9:53 AM (8 Mins)	Honda Race 2 / Senior 4 Stroke Single 2hr / Senior 4 Stroke Single Sunday Enduro Race 1	8:45 AM	-	10:45 AM (2 hr)	
Junior	Practice 1	9:55 AM	-	10:03 AM (8 Mins)	Break / Senior 4 Stroke Single 2hr scrutineering & Presentation	10:45 AM	-	11:15 AM (30 Mins)	
Senior 4 Stroke Single / Honda Twin	Practice 1	10:05 AM	-	10:15 AM (10 Mins)	Honda Race 3 / Senior 4 Stroke Single Sunday Enduro Race 2	11:15 AM	-	3:15 PM (4 hr)	
F100	Practice 1	10:17 AM	-	10:22 AM (5 Mins)	Parc Ferme / Technical Scrutineering	3:15 PM	-	3:30 PM (15 Mins)	
Cadet	Practice 2	10:27 AM	-	10:35 AM (8 Mins)	Presentation	3:45 PM			
Junior	Practice 2	10:37 AM	-	10:45 AM (8 Mins)					
Senior 4 Stroke Single / Honda Twin	Practice 2	10:47 AM	-	10:57 AM (10 Mins)					
F100	Practice 2	10:59 AM	-	11:04 AM (5 Mins)					
Cadet	Practice 3	11:09 AM	-	11:17 AM (8 Mins)					
Junior	Practice 3	11:19 AM	-	11:27 AM (8 Mins)					
Senior 4 Stroke Single / Honda Twin	Practice 3	11:29 AM	-	11:44 AM (15 Mins)					
F100	Qualifying	11:46 AM	-	11:54 AM (5 Mins)					
Cadet	Qualifying	11:59 AM	-	12:04 PM (5 Mins)					
Senior	Qualifying	12:06 PM	-	12:11 PM (5 Mins)					
Junior	Qualifying	12:13 PM	-	12:18 PM (5 Mins)					
Cadet	Heat 1	12:20 PM	-	12:28 PM (8 Laps)					
Senior	Heat 1	12:30 PM	-	12:40 PM (10 Laps)					
F100	Heat 1	12:42 PM	-	12:53 PM (10 Laps)					
Junior	Heat 1	12:58 PM	-	1:08 PM (10 Laps)					
	Lunch	1:10 PM	-	1:20 PM (10 Mins)					
Senior	Heat 2	1:20 PM	-	1:30 PM (10 Laps)					
Cadet	Heat 2	1:32 PM	-	1:40 PM (8 Laps)					
Junior	Heat 2	1:42 PM	-	1:52 PM (10 Laps)					
F100	Heat 2	1:54 PM	-	2:05 PM (10 Laps)					
Senior	Heat 3	2:10 PM	-	2:20 PM (10 Laps)					
Cadet	Heat 3	2:22 PM	-	2:30 PM (8 Laps)					
Honda Twin Enduro	Honda Twin Qualifying	2:32 PM	-	2:42 PM (10 Mins)					
Junior	Heat 3	2:44 PM	-	2:54 PM (10 Laps)					
F100	Pre-Final	2:56 PM	-	3:09 PM (12 Laps)					
Senior 4 Stroke Single Final / Honda Race 1	Final / Honda Race 1	3:14 PM	-	4:14 PM (1 hr)					
F100	Final	4:16 PM	-	4:31 PM (16 Laps)					
Cadet	Final	4:36 PM	-	4:48 PM (12 Laps)					
Junior	Final	4:50 PM	-	5:10 PM (20 Laps)					
Parc Ferme / Technical Scrutineering		5:12 PM	-	5:27 PM (15 Mins)					
Sprint Class Presentation		5:27 PM							



13. Mechanical Breakdown Lane

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

14. Abandonment or postponement

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

15. 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 all Single Engine classes.

16. Insurance

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

17. 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 (Sunday enduro) – 30 litres
- Senior Single 4 Stroke (2hr enduro) – 10 litres
- Senior Single 4 Stroke (sprint) – 10 litres
- Junior Single 4 Stroke – 8 litres
- Cadet Single 4 Stroke – 6 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.

18. 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.

19. Pit Area

Pit Speed

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.

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 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

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.

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.

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.



Karts must arrive at the fuel bay driven under their own power, without assistance from any person other than the driver.

20. Virtual Safety Kart

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

When required, the Full Course Yellow board will be displayed, 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.

Pit lane will be closed from the time that the Full Course Yellow board is displayed, and will remain closed for the duration of full course yellow conditions, until racing resumes under green flag conditions. Karts must cross the start/finish line under green flag conditions before entering the pits.

21. 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.

Wet weather tyres may only be used once the Clerk of Course declares the meeting open or wet.

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 competitor's 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).

22. Footwear

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

23. Apparel

Drivers must wear the following protective apparel at all times.

Helmet

Helmet must be full face design with visor. See AASA Appendix 4 - Apparel for detailed specifications.

<https://aasa.com.au/wp-content/uploads/Appendix-4-Apparel-1.7.pdf>

Clear visors must be used at all times of low visibility and night racing as determined by the Clerk of Course.



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.

Gloves

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

Shoes

Shoes are to cover ankles.

Safety Equipment

A neck brace, and kidney belt or rib protector, are not compulsory but and are highly recommended to all competitors for safety.

24. Senior Honda Twin 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.

A minimum of eleven (11) compulsory stops must be undertaken during the event, of which a minimum of three (3) must comprise of compulsory fuel stops.

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

Any team taking fuel outside the permitted windows defined in the race requirements below i.e. when pits are closed or between races except where defined will be receive penalties as defined in Section 29 of these Supplementary Regulations.

Race 1

Teams should be fuelled as required prior to gridding up for Race 1.

Grid positions for Race 1 will be determined by fastest to slowest laptimes achieved in qualifying, with fastest gridded on pole position.

A minimum of two (2) driver change pit stops shall be undertaken during Race 1.

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

Teams unable comply with the aforementioned requirement due to drivers competing in the concurrently run 4 stroke single race are exempt from this requirement, however a minimum of 2 drivers are required to compete in Race 1.

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

Fuel levels will be marked under parc fermé conditions at the end of Race 1.

Race 2

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

Karts must start race 2 with the fuel remaining in their tanks from Race 1.

Any kart taking part in the warm-up session prior to Race 2 will be permitted to take fuel from the fuel bay to replenish fuel levels to the level marked at the end of Race 1 before gridding up.

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

Fuel levels will be marked under parc fermé conditions at the end of Race 2.

Race 3



Grid positions for Race 3 will be determined by finishing position from Race 2.

Karts must start Race 3 with the fuel remaining in their tanks from Race 2.

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

Points

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

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 of a mechanical or racing incident in the last 15 minutes of the race being demonstrated, to the satisfaction of the Clerk of Course, 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 28 of these supplementary race regulations.

Two (2) Championship Points will be awarded to the Pole Position Kart and Two (2) Championship Points will be awarded for fastest Lap achieved across the three (3) races of the event.

Event results will be determined by the total points accumulated across the meeting.

Tyres

- From the commencement of the qualifying session, only the following Tyres are permitted to be used:
- 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).

Engines

The only approved engines for use are Honda GX200 engines inspected and sealed by The Goulburn Kart Club or its appointed agents. Current permitted engine variants supplied by The Goulburn Kart Racing Club are the UT1, UT2 and UH2, each of which have specific carburettors. Only the carburettor specific to the engine variant, including original specification emulsion tube and pilot jet only be used on that specific variant of engine.



25. Senior 4 Stroke Single Engine Racing Regulations

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

All engines (except Torini Supermaxx 250 and Briggs & Stratton World Formula) - 160 kg total. (kart + driver incl. All PPE)

Torini Supermaxx 250 and Briggs & Stratton World Formula – 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

DRIVETRAIN

Engines

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

Permissible engines are:

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. Briggs & Stratton World Formula 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.
3. Subaru KX21 including all ancillary components as homologated.
4. 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. Briggs & Stratton 206
 - a. Briggs & Stratton Carburettor Slide must be used at all times.
2. Briggs & Stratton World Formula
 - a. Stock carburettor, no modification permitted
3. Torini Supermaxx TC250 CEK
 - a. Torini 19mm Venturi Butterfly Type (P/N: TC25SEK)
4. 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.

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

Engine seals shall be in place in accordance with the requirements listed for each engine type in the Engine section.

25.1. Sprint Specific Requirements

TYRES

Dry:

- Subaru KX21 and Briggs & Stratton World Formula – Dunlop DFH
- Briggs 206, Torini Clubmaxx 210 and Torini Supermaxx 250 - 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 qualifying session, only the following Tyres are permitted to be used:

- i) one (1) set of Dry Tyres; and
- ii) one (1) set of Wet Weather Tyres



25.2. 2hr Enduro Specific Requirements

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

Grid positions will be determined by the fastest times within class set during the pre-race warm-up.

A minimum of three (3) driver changes must be undertaken during pit open conditions, one of which must include a fuel stop. Pit stops will only count if completed under open pit conditions.

The pit lane and fuel bay will be closed for the first and last thirty (30) minutes of the race.

The maximum period between driver changes is 1hr. The minimum rest time between driving stints is 20minutes.

Tyres

Dry:

- Subaru KX21 and Briggs & Stratton World Formula – 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 qualifying, only the following Tyres are permitted:

- i) one (1) set of Dry Tyres; and
- ii) one (1) set of Wet Weather Tyres.

Points

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

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 28 of these supplementary race regulations.

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

25.3. Sunday 2 + 4hr Enduro Specific Requirements

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

The Sunday 2+4hr Enduro will consist of one (1) two-hour race and one (1) four-hour race.

Grid positions for Race 1 will be determined by the fastest times within class set during the pre-race warm-up.

A minimum of ten (10) stops must be undertaken during pit open conditions, three (3) of which must include a fuel stop. Pit stops will only count if completed under open pit conditions. Pit stops may be completed in any combination across both races.

The pit lane and fuel bay will be closed for the first and last thirty (30) minutes of each race.

Fuel levels will be marked under parc fermé conditions at the end of Race 1.

Karts must start Race 2 with the fuel remaining in their tanks from Race 1

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

The maximum period between driver changes is 1hr. The minimum rest time between driving stints is 20minutes.

Tyres

From the commencement of the qualifying session, only the following Tyres are permitted to be used:

- 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).

Points

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



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 28 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.



26. Junior 4 Stroke Single Engine Racing Regulations

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

Dry

- Subaru KX21 – Dunlop DFH
- Briggs 206 and Torini Clubmax 210 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 qualifying, only the following Tyres are permitted:

- i) one (1) set of Dry Tyres; and
- ii) one (1) set of Wet Weather Tyres.

DRIVETRAIN

Engines

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

Permissible engines are:

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. Subaru KX21 including all ancillary components as homologated.
3. Torini Clubmaxx 210 TC210 Factory Sealed including all ancillary components as homologated.
 - b. The engine must be assembled by Austech Industries Pty Ltd.

CARBURETTORS



5. Briggs & Stratton 206
 - b. Briggs & Stratton Carburettor Slide must be used at all times.
6. Briggs & Stratton World Formula
 - c. Stock carburettor, no modification permitted
7. Torini Supermaxx TC250 CEK
 - d. Torini 19mm Venturi Butterfly Type (P/N: TC25SEK)
8. Torini Clubmaxx TC210
 - e. Torini Butterfly Carburettor, 19mm Venturi (Part No. TC25048) with matching inlet manifold (Part No. TC25046) 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

Engine seals shall be in place in accordance with the requirements listed for each engine type in the Engine section.

27. Cadet 4 Stroke Single Engine Racing Regulations

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

Dry

- Subaru KX21 – Dunlop DFH



- Briggs 206 and Torini Clubmax 210 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 4.00 x 5
- 2) Rear Tyre size must be:
 - a. 10 x 4.00 x 5

From the commencement of the qualifying, only the following Tyres are permitted:

- i) one (1) set of Dry Tyres; and
- ii) one (1) set of Wet Weather Tyres.

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 EX21 including all ancillary components as Homologated

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

Engine seals shall be in place in accordance with the requirements listed for each engine type in the Engine section.



28. 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



Position	Race Duration, hrs												
	1	2	3	4	5	6	7	8	9	10	11	12	24
16	7.5	15	22.5	38.5	48.5	58	59.5	61	64	66.5	69.5	72.5	116
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.

29. 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, fuelling outside permitted periods)	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 start / 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
Fail to slow to reasonable pace or come to a halt when directed during a full course red	Determined by Stewards

Penalties at discretion of the Clerk of the Course.

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