

2025 SEKQLD Championship - Round 3

SUPPLEMENTARY REGULATIONS

1. Authority

The meeting will be held under the National Competition Rules (**the NCRs**) of the Australian Auto Sports Alliance (**AASA**). All competition rules of the AASA and Sportsman Enduro Karting Rules & Regulations (**the Rules**) must be adhered to.

The Rules: <https://sekqld.com/wp-content/uploads/2025/04/SEK-Rule-Book-Update-2024-V3-February-2025.pdf>

Permit Number :-

AASA*TBA*-SEK*TBA*



Organisers

Sportsman Enduro Karting Qld

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President:

Simon Ham

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Vice President:

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Date and Place of Meeting

Saturday 28 June 2025

Warwick Kart Club

335 Sandy Creek Road,

Allan QLD 4370

Clockwise Direction – Full circuit

Officials of the Meeting

Chief Steward/Safety Officer:

Phillip Talbot

Stewards:

Simon Ham / David Dyson

Clerk of Course:

Graham Castledine

Assistant Clerk of Course:

Ian McMahan

Scrutineers:

Kevin Johnson / David Dyson

Pit Lane/Grid Marshal:*

Linda Charlesworth

Scales Marshal *

Inez Kalesperis

Refuellers: *

Kent Hargrave

Chief Timing Officer: *

Nancy Castledine

Starter: *

Clerk of Course

First Aid:

TBA

*Denotes Judges of Fact

2. Classes to Compete

SEK Maxx, & SEK Sportsman Classes will be offered at this event.

3. Entry

The fee for entry in this event shall be: **\$450** per kart (Owner driver teams)

Driver fee is inclusive with entry fee no matter how many drivers entered per team.

The date and time for close of entry shall be Midnight *Wednesday 25 June 2025*.

Teams wishing to order Dunlop tyres through the club will need to purchase online through our website (<https://sekqld.com/tyres/>) no later than Midnight *Friday 21 June 2025*.

All entry fees must be submitted and paid online via the club website by the dates nominated. (<https://sekqld.com/race-nomination/>)

All entrants must be current members of SEKQLD, (<https://sekqld.com/membership/>)

Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.

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.

4. Drivers Briefing

A Driver's Briefing will be held on the out-grid. It is **compulsory** for **ALL DRIVERS** to attend the Drivers Briefing. Anyone failing to attend must provide prior notification defining acceptable justification (Justification must be an unavoidable cause beyond your control) to the club and present to the Clerk of Course or risk exclusion from the event.

5. Transponders

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

6. Abandonment or Postponement and Minimum Entries

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

7. Prizes

Trophies will be awarded for 1st, 2nd* and 3rd* places.

*Trophies will be awarded for 1st place only where there are less than 5 entries in a class.

8. Format of Racing

The event will consist of:

Official Practice	Qualifying	Race
1x 1.5 hrs	1x 10min	1x 6 hours

Grid Positions

Grid Position for races will be as described in the Race Regulations section.

Results

The winner of the event will be the kart that completes the prescribed race duration in first place, after application of any penalties, excluding bonus points.

Points and Penalties will be allocated as described in the Rules.

In the event of a points tie, a count back will be determined on the order of finish in the final race. Should this fail to determine a winner, count back will proceed to qualifying results, and then fastest race lap should this be required.

9. Mechanical Breakdown Lane

A mechanical breakdown lane will not be in use. Mechanical repairs must be undertaken outside of the grid / parc fermé area, and must not impede access to the grid.

10. Scrutiny

The Team Manager is responsible for ensuring that their kart is compliant with all applicable technical regulations at all times during the event,

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, the scrutineers will conduct a general safety check on each kart.

Scrutineering Form: <https://sekqld.com/wp-content/uploads/2021/07/Form-SEK-Qld-Scrutineering-Form.pdf>

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

Waiver Form: <https://www.aasa.com.au/s/2025-AASA-Driver-Indemnity-QLD-ld24.pdf>

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 if the engine number is not listed on the scrutineering form.

11. Fuel

Competitors must provide their own fuel for Practice, separate to the following control fuel requirements for competition.

Prior to commencement of *Qualifying* uncontrolled fuel must be drained. Karts are to be presented to the fuel bay with an empty tank in order to take on control fuel.

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

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 and completed fuel form to the fuel marshal.

Fuel form: https://sekqld.com/wp-content/uploads/2021/07/SEKQLD_fuel_form_191018.pdf

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.

Unleaded Octane 95 or 98 is the control fuel for this meeting. Fuel containing ethanol is not permitted.

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

- **30 litres**

12. 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 Scales Marshal.

Should a competitor fail the first test they may request one additional test.

Upon being called to scale during a race by the display of the SCALES board with a kart number shown, the driver shall pit at the end of that lap and bring the kart to a controlled stop directly in front of the scales. Once the driver has brought the kart to a safe stop and turned off the engines, the driver shall exit the kart and activate the scale timing light by gently pushing the activation button. The kart may then be pushed onto the scales.

Following completion of weighing, karts shall be pushed off the scales prior to engines being restarted.

At no time shall a kart's engines be running while on the scales.

A team member may assist with pushing the kart on to the scales and restarting the engines.

Drivers must remain in the scaling bay until the scale timing light goes green indicating the mandatory scaling period is complete, or as otherwise directed by the scales marshal.

13. Pit Area

The Pits may be closed during racing from time to time as noted in the race regulation sections or as deemed necessary by the Clerk of the Course.

Pit Lane Entry

Drivers are required to signal intention to enter pit lane by raising an arm in the air and must enter the pits once the intent has been signalled. The latest point of signalling will be marked on track and advised at driver briefing. Pitting karts must keep to the left edge of the race track from the marked point on track prior to leaving the track. Any kart observed moving towards the middle of the track to enable a faster entry to the pits will be penalised.

In addition, it is recommended that drivers pre-warn other competitors that they will be entering the pits by raising their right hand clearly along the straight approaching the grandstand, before placing both hands back on the steering wheel to negotiate the following complex of corners. Whilst not mandatory, this will minimise the risk of other competitors being caught out by the mandatory notification of intent identified above and having to make evasive manoeuvres.

Marker cones may be located in the pit entry to define a required travel path, and advised at driver briefing.

Failure to properly signal entry intent, stay left on track before entry, follow any marked path, or enter without hitting any marker cones, may result in a penalty at the discretion of the Clerk of Course.

Pit Speed

Speed limit in the pit area is restricted to 13kph. Marker cones will denote the point from where the pit lane speed limit applies.

A pit lane transit time of **8 seconds** will apply for each direction of transit on the in/out grids and also the fuel lane. Transit time will be measured from entering under the grid roof to the turn at the end of the in-grid, and from the turn to the gate line at the exit of the out-grid. For karts transiting the fuel lane, the 8 seconds will apply from clearly defined cones on the fuel lane to the point at which the fuel lane widens for access to the fuel bowser.

Any teams passing through the pit lane in a time shorter than the advised transit time will be deemed to be speeding and receive a penalty.

Karts must traverse the pit lane holding a reasonably constant speed – Hard braking or acceleration during transit will be deemed non-compliant and attract a penalty.

Driver Change Area

Lubrication of chains is not permitted within the driver change area, or on any sealed surface, and must only be undertaken while the kart is stationary.

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.

Driver Stint Time

Driver stint time is determined from when a kart enters the pits and crosses the pit speed control line, and time shall be included with the following driver from this point.

Should a driver change be undertaken at the same time as a mechanical stop, the onus is on the competitor to advise the pit lane marshal immediately on returning to the circuit.

Where an extended mechanical pit stop is undertaken, such that a driver is in the pits for a minimum of 20mins, this may be taken as driver rest time. Should the same driver return to driving following a rest in this manner, they must advise so to the pit marshal BEFORE returning to the track so that accurate time keeping can be maintained. Failure to do so will result in a penalty equal to exceeding driver stint time.

Should a driver exceed their maximum stint time due to pit closure because of a safety kart situation, so long as the driver pits after one full lap and within a maximum of three laps after receiving the green light to resume racing, the team will not be penalised for exceeding driver stint time.

Refuelling

Refuelling will be undertaken in line with the procedure described in the SEK regulations, with the exception that it shall be the driver's responsibility to start the timing light system before immediately proceeding to man a fire extinguisher and lubrication of chains is not permitted.

Karts must arrive at the fuel bay driven under their own power, without assistance from any person other than the driver. A kart returning to the pits having been recovered from the circuit may take fuel if required to continue, however this will not count as a mandatory refuelling stop.

14. Virtual Safety Kart

The virtual safety kart (VSK) rules as per 3.3.6 of the SEK Rules apply, with the following clarifications.

No pit closed light will be displayed at the pit entry. A VSK will be signalled by Yellow flags and/or Full Course Yellow (FCY) board which may be displayed by the pit marshal in the vicinity of the pits and/or at the timing tower.

Once the 1 lap to go signal is provided from the start line, the lead kart will control the pace of the pack at a constant speed (there must be no speeding and slowing to bunch or spread the field behind) and may resume race pace from any point after the control line, refer to figure below. Once the lead kart resumes race pace, full race pace must be maintained, and they must not slow and bunch the field again.

Should the Clerk of Course not be satisfied that racing should resume, they will not wave the green flag and instead will signal 1 lap to go again. Karts should re-form into to a queue behind the race leader ready to restart on the following lap.



VSK Restart Control Line

15. Tyres

Prior to qualifying the number of prescribed tyres is open.

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

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

- one (1) set of dry slick tyres
- two (2) sets of wet weather tyres

16. Footwear

Covered footwear **MUST** be worn in the Paddock/Parc Fermé, In-grid and Out-grid.

17. Apparel

Drivers must wear the correct protective apparel at all times.

18. Racing Format

Event Requirements

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

Racing

Qualifying (10min)

Teams must use controlled fuel from the commencement of qualifying, noting that the fuel level filled for qualifying will need to be sufficient for commencement of the Race.

Tyres used in qualifying must be used to start the race unless a change in declared track conditions mandates otherwise.

Race (6hrs)

The Pits and Fuel Bay will be closed for the first and last thirty (30) minutes of the race.

A minimum of ten (10) mandatory stops must be completed under green-flag racing conditions.

A minimum of three (3) mandatory fuel stops must be completed under green-flag racing conditions.

Points

One (1) bonus Championship Point will be awarded for pole position.

One (1) bonus Championship Point will be awarded for the fastest race lap achieved.

Competition Numbers

Competition numbers are to display Black numbers on a yellow or white background.

19. Points

Points will be awarded for the advertised race durations for the event.

Competitors will be awarded points based on their outright finishing positions for the event.

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

Competitors will only be awarded points if they 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 which case points will be allocated based on their finishing position. The requirement to complete 75% of race distance in order to be classified, as noted in the Rules, is not in effect.

20. Timetable

Description	Time	
Driver Briefing	08:00 - 08:15	
Practice	08:30 - 10:00	
Qualifying	10:15 - 10:25	
Race	10:30 - 16:30	
Parc Fermé / Tech	16:30 - 16:50	
Presentation	will be held prior to the AGM at Rupert's Bar & Grill from 630pm	

The track will be open to walk prior to Driver Briefing.

Each team shall provide a minimum of one team member to assist with pre-event set up & post event packup. Karts will not be released from parc fermé until series equipment is packed.