



## 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 must be adhered to.

**Permit Number :-**                      **AASA041122-SEK4725**

#### Organisers

Sportsman Enduro Karting Qld

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

Email: [sekqueensland@gmail.com](mailto:sekqueensland@gmail.com)

President:	Simon Ham	0448 270 461
Vice President:	Mark D'Arcy	0402 996 452
Secretary:	Aaron Deluca	0402 463 024

#### Date and Place of Meeting

Friday 4th November 2022 (6pm (or earlier if IKC practice permits) to 9pm – Practice - \$30 per kart

Saturday / Sunday 5<sup>th</sup> / 6<sup>th</sup> November 2022

Ipswich Kart Club

Champions Way,

Willowbank QLD 4306

Clockwise Direction – 1088m – 40 Kart Capacity

#### Officials of the Meeting

Chief Steward/Safety Officer:	Philip Talbot
Steward:	David Dyson
Clerk of Course:	Ange Jesse
Scrutineers:	David Dyson / Kevin Johnson
Pit Lane Marshal:	Linda Charlesworth
Scales Marshal *	Koby Palmer
Refuellers: *	Colin Palmer
Chief Timing Officer: *	Nancy Castledine
Starter: *	Ange Jesse
First Aid:	Courtney Fulton

\*Denotes Judges of Fact

### 2. Classes to Compete

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

The only permitted engines are SEKNSW sealed Honda GX200 engines.

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

Maxx Class - Torini Clubmaxx 210, Briggs & Stratton LO206 and Subaru KX21 engines

Tillotson Class - Tillotson T225RS

#### **Single Engine 4-Stroke Sprint: Seniors (Light & Heavy)**

Maxx Class - Torini Clubmaxx 210, Briggs & Stratton 206 and Subaru KX21 engines,

Tillotson Class - Tillotson T225RS

#### **Single Engine 4-Stroke: Junior**

Torini Clubmaxx 210, Briggs & Stratton 206 and Subaru KX21 engines are permitted.

#### **Formula 100: Seniors Only**

Permitted engines in accordance with technical regulations section.

### 3. Entry

- The fee for entry in this event shall be:
  - Twin Honda Endurance \$399 per kart
  - Senior 4-Stroke Single Engine Full Sunday Enduro \$349 per kart  
*(Reduced fee if also entered in the 4-stroke sprint \$309 per kart)*
  - Senior 4-Stroke Single Engine Mini-Enduro (2hr) \$140 per kart  
*(Reduced fee if also entered in the 4-stroke sprint \$100 per kart)*
  - Single Engine 4-Stroke Senior Sprint \$70 per kart
  - Single Engine 4-Stroke Junior \$70 per kart
  - Formula 100 \$100 per kart
  
- All entry fees identified above must be submitted and paid online via the club website (<https://sekqld.com/race-nomination/>) by the dates stated below.
- Practice fees must be paid via the Club website prior to taking to the track on Friday. (<https://sekqld.com/product/practice/>)
- The date and time for close of entry shall be *Midnight Wednesday 2<sup>nd</sup> November 2022*.
- Enduro teams wishing to order Dunlop tyres through the club will need to purchase online through our website (<https://sekqld.com/tyres/>) no later than *Friday 28<sup>th</sup> October 2022*.
- Driver fee is inclusive with entry fee no matter how many drivers entered per team.
- All entrants must be current members of SEKQLD, Annual membership is \$40 for Seniors and \$20 for Juniors renewable at the beginning of each year, if a competitor participates in their first race for the year with SEKQLD after 30th June a 50 % discount membership rate will apply. Membership applications are made on the following link (<https://sekqld.com/membership/>)
- Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.
- Senior Classes are eligible to drivers aged 16+ yrs only. Drivers from 14 years of age maybe considered at the club's discretion, subject to satisfactory demonstration of fitness, kart operation and control, and ability.
- 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

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. This will be conducted in accordance with Covid-19 protocols regarding social distancing

### 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. Mechanical Breakdown Lane

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

### 7. 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 discretion of the organiser.



## **8. Prizes**

The following listed prizes will be awarded subject to a minimum of 5 entries for the class, where less entries occur for a class only a first place prize will be awarded.

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

1 set of Dunlop SL1 tyres will be awarded by random draw to a competing Honda Endurance team as sponsored by Flipit Racing.

Medallions will be awarded for 1st, 2nd and 3rd in all Single Engine 4-stroke classes.

## **9. Insurance**

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

## **10. Specific COVID-19 Restriction and Mitigation Measures**

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

Each person is asked to bring their own sanitiser to use.

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 which can be found on the following link.

<https://www.qld.gov.au/health/conditions/health-alerts/coronavirus-covid-19/current-status/public-health-directions>

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 they have been unwell or had close contact with a known or suspected case of COVID-19 for a minimum period of 7 days and only after completing a RATS test demonstrating that you are clear of symptoms (photographic evidence of the test result will be required as proof).

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 the facility, please make sure you self-isolate immediately and notify SEKQLD Essential Personnel present or listed in these supplementary regulations or contact [sekqueensland@gmail.com](mailto:sekqueensland@gmail.com) to inform us.

## 11. Format of Racing

The event will consist of:

Endurance Class	Practice	Qualifying	Race 1	Race 2	Race 3	Race 4	Race 5
Twin Engine Honda Endurance	3x 30min	-	1 hour (Saturday)	1 hour (Saturday)	1 hour (Saturday)	5 hour (Sunday)	3 hour (Sunday)
4-Stroke Single Endurance	1x 20min	-	7 hours (Sunday)	-			
4-Stroke Single Mini-Endurance	1x 20min	-	3 hours (Sunday)	-			

Sprint Class	Practice	Qualifying	Heat 1	Heat 2	Heat 3	Final
4-Stroke Sprint - Senior	2x 20min	1x 8min	10 laps	10 laps	10 laps	1 hour
4-Stroke Sprint - Junior	2x 10min	1x 8min	10 laps	10 laps	10 laps	20 laps

Sprint Class	Practice	Qualifying	Heat 1	Heat 2	Pre-Final	Final
Formula 100	2x 8min	1x 8min	8 laps	8 laps	10 laps	16 laps

All races to be run in clockwise direction.

### Grid Positions

Grid positions for the first heat of 4Stroke sprint and F100 events will be determined by the results of qualifying.

Grid positions in the following heat, will be the finishing order of heat 1.

Calculation of grid positions for the third heat and final in 4-Stroke Sprint classes will be determined by points accumulated in prior heats with the kart accumulating the most points gridded on pole position.

Starting positions for the Formula 100 Final will be determined by the finishing order of the Pre-final

Endurance classes will be determined as described in the Race Regulations section.

4-Stroke sprint classes will be combined on track, gridded by overall qualifying times regardless of engine/weight class.

When 4-Stroke sprint classes are combined on track with Honda Twin, the Honda Twin will grid to the front followed by the 4-Stroke sprint class, where the 4-stroke sprint class is to maintain a minimum separation distance of 30m from the rear of the preceding 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 the Penalties section 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 sprint event race, they are considered a DNS and will be awarded zero points for that race. Endurance event competitors may start from pit lane where mechanical repairs cause a delay to a team from taking making a start.

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

A kart unable to make the grid will be allowed to start from the pitlane, at the discretion of the pit lane marshal to ensure safe entry.



## Results

The winner of each heat will be the kart that completes the prescribed number of laps or elapsed time in first place. Second place will be the kart that completes the prescribed number of laps or prescribed time in second place and so on.

The winner of the event, for 4-Stroke classes, will be determined by points from all heat races and final added together for each competitor for the round. The competitor with the highest point score after all races will be the winner of the event. Second highest points will be awarded second position and so on.

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

Points will be allocated as described in the Race Regulations sections for each class and the Points section of these supplementary regulations for all races, heats and finals. Penalties will be deducted as per the penalties table.

The winner of the event for Formula 100 class will be determined by the result of the final.

## 12. Scrutineering

Each competitor is responsible for ensuring that their kart is, at all times during the event, compliant with all applicable technical regulations. 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://secureservercdn.net/72.167.242.48/cz3.61c.mwp.accessdomain.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://aasa.com.au/wp-content/uploads/AASA-2022-Driver-Indemnity-QLD-1.pdf>

## Chassis Failure and Replacement

A competitor may only use one chassis during the event.

At the sole discretion of the Clerk of Course a team or competitor may replace a chassis in the event if it is considered that a chassis is damaged beyond reasonable repair. Should a team or competitor 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 this 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.

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.

### 13. Timetable

#### Saturday 5th November

Class	Session	Time
Safety / Sign-on	-	07:30 - 08:30
Driver Briefing	-	08:35 - 08:50
Honda Twin	Practice 1	09:00 - 09:30
Senior Single	Practice 1	09:33 - 09:53
Junior	Practice 1	09:56 - 10:06
Honda Twin	Practice 2	10:09 - 10:39
Senior Single	Practice 2	10:42 - 11:02
F100	Practice 1	11:05 - 11:13
Junior	Practice 2	11:18 - 11:28
Honda Twin	Practice 3	11:31 - 12:01
Senior Single	Qualifying 1	12:04 - 12:12
F100	Practice 2	12:15 - 12:23
Lunch	-	12:23 - 12:53
Junior	Qualifying 1	12:53 - 13:01
Senior Single	Heat 1	13:04 - 13:20
F100	Qualifying 1	13:23 - 13:31
Honda Twin	Race 1	13:36 - 14:36
Junior	Heat 1	14:39 - 14:53
F100	Heat 1	14:56 - 15:04
Senior Single	Heat 2	15:09 - 15:25
Honda Twin	Race 2	15:28 - 16:28
F100	Heat 2	16:31 - 16:39
Junior	Heat 2	16:44 - 16:58
Senior Single	Heat 3	17:01 - 17:17
Junior	Heat 3	17:20 - 17:34
F100	Pre-Final	17:37 - 17:47
Senior Single	Final	17:52 - 18:52
Honda Twin	Race 3	17:52 - 18:52
Junior	Final	18:55 - 19:15
F100	Final	19:18 - 19:34
Presentation	-	19:45 - 20:00

#### Sunday 6th November

Class	Session	Time
Driver Briefing	-	8:00 - 8:10
Honda Twin Senior Single Enduro	Warmup	8:20 - 8:35
Honda Twin Senior Single Enduro	Race 4 Race 1	9:00 - 14:00 9:00 - 14:00
Honda Twin Senior Single Enduro	Race 5 Race 2	14:30 - 17:30 14:30 - 17:30
Parc Ferme / Tech	-	17:30 - 17:50
Presentation	-	18:00 - 18:15

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

### 14. Fuel



#### **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.

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://secureservercdn.net/72.167.242.48/cz3.61c.mwp.accessdomain.com/wp-content/uploads/2021/07/SEKQLD\\_fuel\\_form\\_191018.pdf](https://secureservercdn.net/72.167.242.48/cz3.61c.mwp.accessdomain.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:

- Senior Honda Twin – 50 litres
- Senior Single 4-Stroke (Sunday enduro) – 35 litres
- Senior Single 4-Stroke (Mini enduro) – 15 litres
- Senior Single 4-Stroke (sprint) – 10 litres
- Junior Single 4-Stroke – 8 litres

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

Karts may be weighed during or at the conclusion of qualifying and races at the discretion of the Clerk of the Course or the Scales Marshall.

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

Karts found to be underweight during qualifying will start rear of grid.

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 may exit the kart and activate the scale timing light by gently pushing the activation button (New addition and similar to the existing fuel bay timing lights). 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 should a karts engines be running 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 released by the light timing system or instructed to do so by the scales marshal.

## **16. 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.

Any pit-stops made under pit-closed conditions will not count towards mandatory stops, nor will the stop at the end of a race.

### **Pit Speed**

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

A pit lane transit time (equating to 13kph) 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 transit 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 use of aerosol sprays or tyre pressure adjustment using only a hand pump or air bottle and tyre pressure gauge. Tools required for lead/ballast changes are permitted in this area and all items must be removed from the pit lane immediately after use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

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. Karts must be moved to the paddock area and onto an unsealed surface for chain lubrication.

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.

### **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 an extended stop (such as mechanical repair), this should be advised to 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 within 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.

## **17. 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 by the pit marshal in the vicinity of the pits and/or at the timing tower. All karts shall slow and be prepared to stop, no overtaking is permitted on track under a full course yellow.

Particular attention will be paid to karts passing the incident causing the yellow flag, where drivers must reduce speed on approach, but once clear of the incident should increase speed to catch the train behind the lead kart as quickly as possible.

Any kart passing the incident at full racing speed or considered out of control will be penalised at the discretion of the officials.

The lead kart will be identified and signalled to slow (This should be to the slowest speed possible without causing disengagement of clutch) and the driver will raise their hand in the air to identify themselves as the lead kart, with the field to then form in single file behind the lead kart as soon as possible.

Identification of the lead kart will be a minimum of 2 laps after any karts undertaking pitstops (Fuel, driver change or drive through) at the time the virtual safety car is declared have exited the pit. Teams undertaking mechanical repairs in the paddock during a virtual safety car will only be allowed to re-enter the circuit following repairs under direction of the clerk of the course and must wait at pit exit until directed to proceed on to the circuit.

The lead kart will control the pace of the pack and may resume race pace from any point after the control line, which will be identified during drivers briefing. Once the lead kart resumes race pace they must not slow and bunch the field again. Should the lead kart number being displayed change, karts shall proceed to cycle through and join the rear of the queue until the corrected lead kart is in control.

Single file is to be maintained until the restart is signalled and each kart has crossed the start finish line.

Pit lane will be closed during Full Course Yellow conditions. Karts will be subject to Full Course Yellow conditions upon passing a displayed board. Karts must cross the start/finish line under green flag conditions before entering the pits.

Should a kart attempt to enter the pits after passing the full course yellow board and before taking the green flag indicating racing has recommenced, the pitstop will not be counted towards the tally of mandatory stops. No driver change shall be permitted, fuel taken or mechanical repairs commenced. Karts will be instructed to proceed straight to the pit exit and await officials direction before proceeding back on to the track to resume yellow flag procedures.

Karts in the pit entry or transiting the pits at the time a full course yellow is deployed will be allowed complete the pit stop and re-enter the race track as per normal upon completion of their pit activities.

## **18. Tyres**

Prior to qualifying the number of prescribed tyres is open.

For specific tyre 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. Wet tyres must be fitted within 5minutes of the track being declared wet. Similarly, if the track is declared dry, dry tyres must be fitted within 5minutes of the track being declared dry.



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).

### **19. Footwear**

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

### **20. Apparel**

Drivers must wear the following protective apparel at all times:

#### **a. Helmet**

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

<https://aasa.com.au/wp-content/uploads/AASA-2021-Appendix-4-Apparel-Requirements.pdf>

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

#### **b. 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.

#### **c. Gloves**

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

#### **d. Shoes**

Shoes are to cover ankles.

#### **e. Safety Equipment**

A neck brace, and rib protector, are compulsory for Junior competitors, and are highly recommended to all competitors for safety.

## **21. Senior Honda Twin Racing Regulations**

### **Event Requirements**

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

A minimum of six (6) mandatory stops must be completed under racing conditions across the Saturday races for this event, each mandatory stop must include a driver change or a fuel stop or both.

### **Race 1 (1hr)**

Teams should be fuelled as required prior to gridding up.

Grid positions will be determined by the results of a random draw.

Race start will be a rolling start.

The Pits and Fuel Bay will be closed for the first and last ten (10) minutes of the race.

### **Race 2 (1hr)**

Teams will start with fuel level as marked at the end of the preceding race.

Grid positions will be the reverse order of the random grid draw.

Race start will be a standing start.

The Pits and Fuel Bay will be closed for the first and last ten (10) minutes of the race.

### **Race 3 (1hr)**

Teams will start with fuel level as marked at the end of the preceding race.

Grid positions will be based on the combined points awarded from Race 1 & Race 2, with the highest points scorer at the front

Race start will be a rolling start.

The Pits and Fuel Bay will be closed for the first and last ten (10) minutes of the race.

### **Race 4 (5hr)**

Teams should be fuelled as required prior to gridding up.

Grid positions will be determined by the order of fastest lap set during Races 1 to 3.

Race start will be a standing start.

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

A minimum of seven (7) mandatory stops must be completed in this race, with a minimum of two (2) fuel stops.

### **Race 5 (3hr)**

Teams will start with fuel level as marked at the end of the preceding race.

Grid positions will be the inverse finishing order from the preceding race.

Race start will be a standing start.

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

A minimum of five (5) mandatory stops must be completed in this race.

### **Points**

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

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

### **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

### **Engines**



Engines must be compliant with sections 1.1, 1.2 and 1.3 of the SEK rulebook -

<https://securservercdn.net/72.167.242.48/cz3.61c.mwp.accessdomain.com/wp-content/uploads/2021/10/SEK-Rules.pdf>

Further requirements for carburettors can be found here - <https://www.seksw.com/regulations>

### Minimum Weight

Minimum weight is 185Kg for total (kart + driver incl. All PPE)

### Competition Numbers

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

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

### MINIMUM WEIGHT

Class	Engine	Light	Medium	Heavy	Endurance
Tillotson Class	Tillotson T225RS	140 kg	158 kg	185 kg	175 kg
Maxx Class	Torini Clubmaxx 210	147 kg	-	162 kg	162 kg
	Briggs & Stratton LO206	141 kg	-	156 kg	156 kg
	Subaru KX21	147kg	-	162 kg	162 kg

All weights are total (kart + driver incl. All PPE)

### COMPETITION NUMBERS

Senior competition numbers are to display black numbers on a yellow or white background

### DRIVETRAIN

#### Engines

One (1) engine is permitted to be fitted to a Kart, all engines must be in accordance with the relevant homologation as listed below.

Permissible engines are:

1. Briggs & Stratton 206 Factory Sealed including all ancillary components as homologated : [https://www.briggsracing.com/sites/default/files/ruleset/briggs-2021-206-rules\\_final\\_b\\_0.pdf](https://www.briggsracing.com/sites/default/files/ruleset/briggs-2021-206-rules_final_b_0.pdf)
  - 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: <https://www.karting.net.au/wp-content/uploads/2014/03/Engine-Homologation-Subaru-KX21-UPDATE-August-2017.pdf>
4. Torini Clubmaxx 210 TC210 Factory Sealed including all ancillary components as homologated : [http://www.torini.com.au/documents/official/TC210\\_engine\\_homologation.pdf](http://www.torini.com.au/documents/official/TC210_engine_homologation.pdf)
  - a. The engine must be assembled by Austech Industries Pty Ltd
5. Tillotson T225RS Factory Sealed including all ancillary components as homologated: [https://tillotson.ie/wp-content/uploads/2021/04/TPP-225RS-USA-Engine-Rules-Fiche\\_300321\\_MF.pdf](https://tillotson.ie/wp-content/uploads/2021/04/TPP-225RS-USA-Engine-Rules-Fiche_300321_MF.pdf)

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

#### Engine Seals

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

#### Transmission

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

### 22.1 Sprint Specific Requirements

The one (1) hour Senior Single Final will be run concurrently with the Twin Honda Race 3.

A minimum of one (1) compulsory pit-stop is required during this race. Karts must come to a complete stop in the driver-change area before proceeding.

The pit speed limit time delta advised during drivers briefing will apply for the pit entry and on pit exit. A consistent speed must be maintained prior to and following the stop in the driver change area on the pit exit side of the pits.

The Pits will be closed for the first and last ten (10) minutes of the race.

A pit open board will be displayed near the pit exit to inform drivers when the pits are open for 4-stroke single engine classes to perform stops. The mandatory stop during the Senior final may only be undertaken whilst the board is displayed.

Radio communications with drivers are not permitted during single-driver events.

### **TYRES**

Dry:

- Briggs 206, Torini Clubmaxx 210 and Tillotson T225RS - Vega VAH Green
- Subaru KX21– Vega VAH Green or Dunlop DFH

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

Wet: Vega W2

- 1) Front Tyre size must be: 10 x 4.00 x 5
- 2) Rear Tyre size must be: 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

### **Points**

Points will be awarded as identified in the Points section of these supplementary race regulations.

### **22.2 Mini-Enduro Specific Requirements**

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

The Mini-Enduro will consist of one (1) 3-hour race, run concurrently with the Twin Honda Race 4.

Grid positions will be determined by fastest times set in the warm-up session.

A minimum of four (4) 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 one (1) hour. The minimum rest time between driving stints is twenty (20) minutes.

The end of the race will be signalled by the waving of a red and white flag.

### **Tyres**

Dry:

- Briggs 206, Torini Clubmaxx 210, Torini Supermaxx 250 and Tillotson T225RS - Vega VAH Green
- Subaru KX21 and Briggs & Stratton World Formula – Vega VAH Green or Dunlop DFH

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

Wet: Vega W2

- 1) Front Tyre size must be: 10 x 4.00 x 5

2) Rear Tyre size must be: 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 for the race will be awarded as per points for the relevant race duration identified in the Points section of these supplementary race regulations.

Two (2) Championship Points will be awarded for fastest race lap of the race.

### 22.3 Sunday Enduro Specific Requirements

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

The Sunday Enduro will consist of one (1) 5-hour race and one (1) 3-hour race run concurrently with the Twin Honda Races 4 & 5.

Grid positions for the first race will be determined by the fastest times within class set during Sunday warmup session.

A minimum of eight (8) and four (4) mandatory stops must be undertaken during pit open conditions in each of the races respectively, of which four (4) stops must be fuel stops undertaken in accordance with the requirements for twin Hondas. 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 each race.

Teams should be fuelled as required prior to gridding up.

The maximum period between driver changes is one (1) hour. The minimum rest time between driving stints is twenty (20) minutes.

### Tyres

Dry: Dunlop SL1A

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

Wet: Dunlop KT6- SLW1 or KT12

- 1) Front Tyre size must be: 10 x 4.00 x 5
- 2) Rear Tyre size must be: 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) two (2) set of Wet Weather Tyres.

### Points

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

Two (2) Championship Points will be awarded for fastest Lap of the race.

## **23. 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 club's discretion, subject to satisfactory demonstration of fitness, kart operation and control, and ability.

### **MINIMUM WEIGHT**

<b>Engine</b>	<b>Weight</b>
Torini Clubmaxx 210	130 kg
Briggs & Stratton LO206	125 kg
Subaru KX21	130 kg

### **COMPETITION NUMBERS**

Junior competition numbers are to display black numbers on a white or yellow background

### **DRIVETRAIN**

#### **Engines**

One (1) engine is permitted to be fitted to a Kart, all engines must be in accordance with the relevant homologation as listed below.

Permissible engines are:

1. Briggs & Stratton 206 Factory Sealed including all ancillary components as homologated: [https://www.briggsracing.com/sites/default/files/ruleset/briggs-2021-206-rules\\_final\\_b\\_0.pdf](https://www.briggsracing.com/sites/default/files/ruleset/briggs-2021-206-rules_final_b_0.pdf)
  - 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: <https://www.karting.net.au/wp-content/uploads/2014/03/Engine-Homologation-Subaru-KX21-UPDATE-August-2017.pdf>
3. Torini Clubmaxx 210 TC210 Factory Sealed including all ancillary components as homologated: [http://www.torini.com.au/documents/official/TC210\\_engine\\_homologation.pdf](http://www.torini.com.au/documents/official/TC210_engine_homologation.pdf)
  - a. The engine must be assembled by Austech Industries Pty Ltd

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

#### **Engine Seals**

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

#### **Transmission**

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

#### **TYRES**

Dry:

- Briggs 206, Torini Clubmaxx 210 - Vega VAH Green
- Subaru - Vega VAH Green or Dunlop DFH

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

Wet: Vega W2

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

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

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

## 24. Formula 100 Regulations



### 2022 - TECHNICAL RULES

#### CLASS WEIGHT

F100 PRO = 158kg

If weights are used these must be securely fastened in such a way as there is no risk of weights becoming dislodged during racing or collisions.

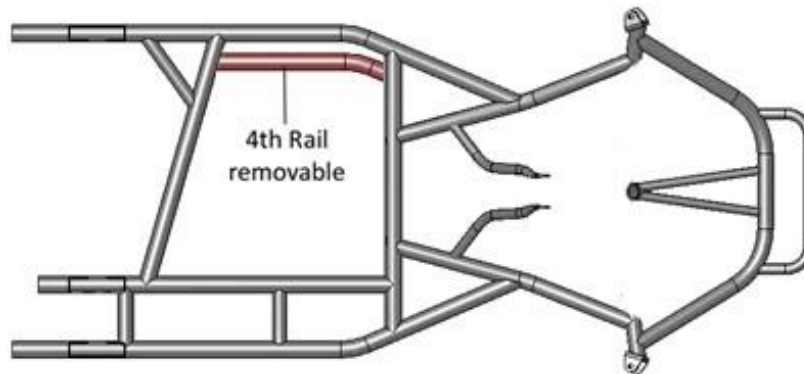
Race day Scrutineers will have sole discretion on any decision regarding this rule.

#### 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.



27. Chassis diagram.

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.

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.

#### TYRES

Only permitted tyres are the MG SM Yellow 2020 KZ (See below images).

These may have either a White or Green barcode (both are acceptable)

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



Green barcode.



White barcode.



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. Carburettors 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. The X30 Style airbox is allowed. (Below pic.)



X30 type airbox

### BRAKES

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.

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.

## 25. Points

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

Endurance categories will be awarded points for the respective race distance. 4-Stroke Sprint category races will be awarded points equivalent to a 1hr race for Heats and 2hr race for Finals.

Competitors will be awarded points based on their outright finishing positions for each race.

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

For competitors in the enduro classes 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 SEKQLD Sportsman Enduro Race Regulations requirement to complete 75% of race distance in order to be classified is not in effect.

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

### POINTS SCHEDULE

Place	Race Duration (hrs)												
	1 /4SS Heat	2 /4SS Final	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.	109	114	119	190
3	14	28	42	60.5	76	91	93.5	95.5	100	104.	109	114	182
4	13.5	27	40.5	58.5	73.5	88	90	92.5	97	101	105.	110	176
5	13	26	39	56.5	71	85	87	89.5	93.5	97.5	102	106.	170
6	12.5	25	37.5	54.5	68.5	82	84	86	90	94.5	98.5	102.	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
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
DNS	0	0	0	0	0	0	0	0	0	0	0	0	0
DNF	0	0	0	0	0	0	0	0	0	0	0	0	0
DQ	0	0	0	0	0	0	0	0	0	0	0	0	0

## 26. Penalties

Offence	Penalty
Exceeding the Pit Lane Speed Limit	A drive-through penalty for the first offence. Second and subsequent offences – 5 lap penalty.
Unsafe or uncontrolled driving in pit lane	A drive-through penalty minimum, or as determined by the Stewards
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	Pit-stop excluded from mandatory pit-stop count
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
Use of an alternative chassis without being granted approval from the CoC	Exclusion from the event
Fitment of incorrect tyres relative to declared track conditions i.e. wet tyres must be fitted when the track is declared <b>wet</b> , dry tyres must be fitted when the track is declared <b>dry</b> . If track is declared Open tyre choice is free. Penalty applicable 5 minutes after the declaration of changed track conditions.	A 5 Lap penalty applied post-race per offence.

Listed penalties are the recommended minimum only and all penalties are at the absolute discretion of Clerk of the Course.