

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 :- AASA*TBA*-SEK*TBA*

Organisers

Sportsman Enduro Karting Qld

Website: www.sekqld.com

Email: 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

Saturday / Sunday 23rd / 24th September 2023 (Unofficial Practice available Friday 22nd)
Warwick Kart Club
Sandy Creek Road,
Allan QLD 4370
Anti-Clockwise Direction – 1003 – 38 Kart Capacity

Officials of the Meeting

Chief Steward/Safety Officer:	TBC
Stewards:	TBC
Clerk of Course:	TBC
Scrutineers:	Kevin Johnston
Pit Lane/Grid Marshal:*	TBC
Scales Marshal *	TBC
Refuellers: *	TBC
Chief Timing Officer: *	TBC
Starter: *	Clerk of Course
First Aid:	TBC

*Denotes Judges of Fact

2. Classes to Compete

SEK Twin Engine Honda Endurance

The only permitted engines are SEKNSW sealed Honda GX200 engines.

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
 - 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.
- The date and time for close of entry shall be *Midnight Wednesday 20th September 2023.*

- 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 15th September 2023*.
- 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, 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.

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 five (5). 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 places.

Random draw prizes from the following will also be awarded across both classes:

- TBC

9. Insurance

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

10. Format of Racing

The event will consist of:

Endurance Class	Practice	Qualifying	Race 1	Race 2	Race 3
Twin Engine Honda Endurance	3x 45min	2x 8min-	1 hour (Saturday)	2 hour (Saturday)	6 hour (Sunday)

Sprint Class	Practice	Qualifying	Heat 1	Heat 2	Pre-Final	Final
Formula 100	2x 15min	1x 8min	8 laps	8 laps	11 laps	14 laps

Grid Positions

F100 grid positions for Heat 1 & Heat 2 events will be determined by the results of qualifying, fastest kart on pole position.

Calculation of grid positions for the pre-final 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.

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.

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 race will be the kart that completes the prescribed number of laps first 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 endurance class event will be the team that accumulates the most points over the event.

Points will be allocated as described in the Race Regulations sections. Penalties will be deducted as per the penalties table.

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.

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

11. Scrutiny

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

Scrutineering Form: <https://seureservercdn.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/2023-AASA-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 inspected and approved by the scrutineer.

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.

Formula 100 entrants may swap engines as required without notification.

12. Timetable

Saturday

Class	Session	Time
Safety / Sign-on	-	07:00 - 08:00
Driver Briefing	-	08:05 - 08:20
F100	Practice 1	08:30 - 08:45
Honda Twin	Practice 1	08:50 - 09:40
F100	Practice 2	09:43 - 09:58
Honda Twin	Practice 2	10:03 - 10:53
F100	Qualifying 1	10:56 - 11:04
Honda Twin	Practice 3	11:09 - 11:59
F100	Heat 1	12:02 - 12:11
Lunch	-	12:11 - 12:41
Honda Twin	Qualifying 1	12:41 - 12:49
Honda Twin	Qualifying 2	12:54 - 13:02
F100	Heat 2	13:05 - 13:14
Honda Twin	Race 1	13:19 - 14:19
F100	Pre-Final	14:22 - 14:32
Honda Twin	Race 2	14:37 - 16:37
Parc Ferme / Tech	-	16:37 - 16:52
F100	Final	16:40 - 16:56
Presentation	-	17:15 - 17:30

Sunday

Class	Session	Time
Driver Briefing	-	8:00 - 8:10
Honda Twin	Warmup	8:30 - 8:50
Honda Twin	Race 3	9:00 - 15:00
Parc Ferme / Tech	-	15:00 - 15:20
Presentation	-	15:45 - 16:00

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

13. Fuel

SEK Twin Honda Endurance

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

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 – 43 litres

Formula 100

- Formula 100 competitors shall supply their own fuel, in accordance with the technical specifications.

14. 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 the scale timing light goes green indicating the mandatory scaling period is complete.

15. 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.

Leniency will be provided to F100 karts, subject to karts entering at the minimum speed possible within the constraints of engine and gearing.

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 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.

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.

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.

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.

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

16. 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.

Single file is to be maintained until the restart is signalled and each kart has crossed the start finish line, once the 1 lap to go before resumption of racing indication is provided by the clerk of the course all karts must maintain constant speed and close proximity to the kart in front of them. Any karts deemed by the clerk of the course to be dropping back from the kart in front, braking to create space or accelerating to gain competitive advantage on restart will be subject to a driver through penalty.

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 complete one full racing lap before entering the pits.

Should a kart attempt to enter the pits after passing the full course yellow board displayed at pit exit 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, no mechanical repairs maybe undertaken, and fuel may not be taken. 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 pits at the time a full course yellow is deployed will be allowed to re-enter the race track as per normal upon completion of their pit activities.

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

18. Footwear

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

19. 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.

20. Senior Honda Twin Racing Regulations

Event Requirements

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

A minimum of four (4) Fuel stops are required under racing conditions, one of which must be taken in Race 2.

Qualifying

Qualifying results will be based on the aggregate time of the fastest lap recorded by 2 different drivers.

A driver may not contest more than 1 qualifying session. Driver changes in qualifying sessions are not permitted.

A lap time of 300s will be allocated to any kart failing to set a time in a session.

Race 1 (1hr)

Teams should be fuelled as required prior to gridding up.

Grid positions will be determined by the results of qualifying.

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.

A minimum of two (2) mandatory stops must be completed under racing conditions in this race.

Fuel Level will be marked at the end of Race 1.

Race 2 (2hr)

Teams will start with fuel remaining from Race 1.

Grid positions will be determined by the results of qualifying, gridding in reverse order.

Race start will be a rolling start.

The Pits and Fuel Bay will be closed for the first and last fifteen (15) minutes of the race.

A minimum of two (2) mandatory stops must be completed under racing conditions in this race.

A mandatory fuel stop must be completed under racing conditions in this race.

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

Race 3 (6hr)

Teams will be permitted to refuel to the marked line following the morning warmup.

Grid positions will be the total points accumulated in Races 1 & 2 (excluding bonus championship points).

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 eight (8) mandatory stops must be completed under racing conditions.

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 in each race.

One (1) Championship Point will be awarded for Pole Position in qualifying.

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 KT12-SLW2 wet weather tyres

Engines

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

<https://secureservercdn.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.seknsw.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.

21. 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.

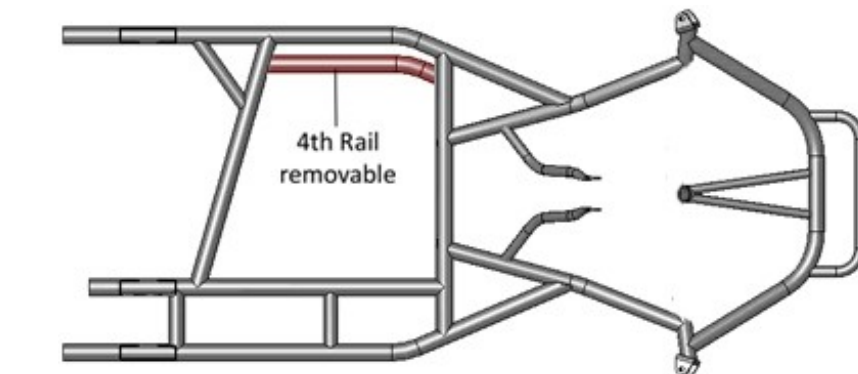
Race day Scrutineers will have sole discretion on any decision regarding this rule.

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.



24. Chassis diagram.

25.

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 methanol 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.

21. 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.

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

Competitors 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.

POINTS SCHEDULE

Place	Race Duration (hrs)													Formula 100		
	1 /F100 Grid	2	3	4	5	6	7	8	9	10	11	12	24	Heat #	Pre-Final	Final
1	15	30	45	66.5	83.5	100	102.	105	110	115	120	125	200	5	15	30
2	14.5	29	43.5	63.5	79	95	97.5	100	104.	109	114	119	190	5	13	26
3	14	28	42	60.5	76	91	93.5	95.5	100	104.	109	114	182	5	12	24
4	13.5	27	40.5	58.5	73.5	88	90	92.5	97	101	105.	110	176	5	11	22
5	13	26	39	56.5	71	85	87	89.5	93.5	97.5	102	106.	170	5	10	20
6	12.5	25	37.5	54.5	68.5	82	84	86	90	94.5	98.5	102.	164	5	9	18
7	12	24	36	52.5	66	79	81	83	87	91	95	99	158	5	8	16
8	11.5	23	34.5	50.5	63.5	76	78	80	83.5	87.5	91	95	152	5	7	14
9	11	22	33	48.5	61	73	75	76.5	80.5	84	87.5	91.5	146	5	6	12
10	10.5	21	31.5	46.5	58.5	70	72	73.5	77	80.5	84	87.5	140	5	5	10
11	10	20	30	45.5	56.5	68	69.5	71.5	75	78	81.5	85	136	5	4	8
12	9.5	19	28.5	44	55	66	67.5	69.5	72.5	76	79	82.5	132	5	3.5	7
13	9	18	27	42.5	53.5	64	65.5	67	70.5	73.5	77	80	128	5	3	6
14	8.5	17	25.5	41.5	51.5	62	63.5	65	68	71.5	74.5	77.5	124	5	2.5	5
15	8	16	24	40	50	60	61.5	63	66	69	72	75	120	5	2	4
16	7.5	15	22.5	38.5	48.5	58	59.5	61	64	66.5	69.5	72.5	116	5	1.5	3
17	7	14	21	37.5	46.5	56	57.5	59	61.5	64.5	67	70	112	5	1	2
18	6.5	13	19.5	36	45	54	55.5	56.5	59.5	62	65	67.5	108	5	0.5	1
19	6	12	18	34.5	43.5	52	53.5	54.5	57	60	62.5	65	104	5	0	0
20	5.5	11	16.5	33.5	41.5	50	51	52.5	55	57.5	60	62.5	100	5	0	0
21	5	10	15	32.5	41	49	50	51.5	54	56.5	59	61.5	98	5	0	0
22	4.5	9	13.5	32	40	48	49	50.5	53	55	57.5	60	96	5	0	0
23	4	8	12	31.5	39	47	48	49.5	51.5	54	56.5	59	94	5	0	0
24	3.5	7	10.5	30.5	38.5	46	47	48.5	50.5	53	55	57.5	92	5	0	0
25	3	6	9	30	37.5	45	46	47.5	49.5	51.5	54	56.5	90	5	0	0
26	2.5	5	7.5	29.5	36.5	44	45	46	48.5	50.5	53	55	88	5	0	0
27	2	4	6	28.5	36	43	44	45	47.5	49.5	51.5	54	86	5	0	0
28	1.5	3	4.5	28	35	42	43	44	46	48.5	50.5	52.5	84	5	0	0
29	1	2	3	27.5	34	41	42	43	45	47	49	51.5	82	5	0	0
30	0.5	1	1.5	26.5	33.5	40	41	42	44	46	48	50	80	5	0	0
DNS	0	0	0	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	0	0	0
DQ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

22. 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.
Fail to observe minimum rest period	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 wet , dry tyres must be fitted when the track is declared dry . 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.