

## **2024 SEKQLD Championship - Round 6** **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**) 2024 must be adhered to.

The Rules: <https://cz361c.p3cdn2.secureserver.net/wp-content/uploads/2024/02/SEK-2024-Rule-Book-1.pdf>

**Permit Number :-** AASA070924-101326



### **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:	Micah Bradley	0450 309 010

### **Date and Place of Meeting**

Saturday 7 September 2024

Sunday 8 September 2024

Warwick Kart Club

335 Sandy Creek Road,

Allan QLD 4370

Anti-Clockwise Direction

### **Officials of the Meeting**

Chief Steward/Safety Officer:	Phil Talbot
Stewards:	Aaron DeLuca / Mark D'Arcy / Simon Ham
Clerk of Course:	Graham Castledine
Scrutineers:	Adam Briggs
Pit Lane/Grid Marshal:*	Linda Charlesworth
Scales Marshal *	Linda Charlesworth
Refuellers: *	Dean Ferguson
Chief Timing Officer: *	Nancy Castledine
Starter: *	Clerk of Course
First Aid:	Linda Greenhalgh

\*Denotes Judges of Fact

### **2. Classes to Compete**

SEK Honda Maxx Class only will be offered at this event.

### **3. Entry**

The fee for entry in this event shall be: \$399 per kart

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 4 September 2024*.

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 30 August 2024*.

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. 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. Note guardian requirements in SEK Rules for competitors under the age of 18.

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 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. 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, or at the sole discretion of the organiser.

**8. Prizes**

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

**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:

Official Practice	Qualifying	Race
1x 2 hrs (Saturday)	No Qualifying. Random Grid	1x 12 hours 6hrs Saturday + 6 hrs Sunday

**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.

## **11. Scrutiny**

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

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://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/2024-AASA-Driver-Indemnity-QLD.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.

## **12. Fuel**

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

Prior to commencement of *Racing*, fuel tanks must be drained and presented to the fuel bay with empty tanks.

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:

- **52 litres**

## **13. 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.

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 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.

#### **14. 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 Speed**

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

A pit lane transit time of **9 seconds** will apply for this event for each direction of transit. Transit time will be measured from entering under the grid roof (Or the gate when entering via the fuel lane) to the turn at the end of the in-grid (The fuel bowser when entering via the fuel lane), and from the turn to the gate line at the exit of the out-grid.

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**

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, force majeure or to ensure fairness to all competitors.

##### **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.

### 15. Virtual Safety Kart

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

A VSK will be signalled using Yellow flags and/or Full Course Yellow (FCY) board which will be displayed by the pit marshal in the vicinity of the pits and/or at the timing tower. A kart will be deemed to be under FCY conditions after passing a FCY board. No pit closed light will be displayed at the pit entry.

Particular attention will be paid to karts passing the incident causing the VSK, 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.

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.



VSK Restart Control Line



## **16. Tyres**

Prior to racing 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 racing, only the following tyres are permitted to be used:

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

## **17. Footwear**

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

## **18. Apparel**

Drivers must wear the correct protective apparel at all times:

## **19. Racing Format**

### **Event Requirements**

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

### **Racing**

#### **Race (12 hours)**

Teams should be fuelled as required prior to gridding up.

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

A minimum of eighteen (18) mandatory stops must be completed under green-flag racing conditions.

A minimum of six (6) mandatory fuel stops must be completed under green-flag racing conditions.

#### **Saturday (6 hours)**

At the completion of 6 hours, a red flag will be displayed. All karts are to proceed directly to the pits in the same order of last crossing of the start-finish line.

Karts will be in parc-ferme conditions from this time.

Any kart unable to take the red flag due to being in the pits, disabled on track, or otherwise not circulating on track will fall under parc ferme conditions at the fall of the red flag and must be presented to the out-grid staging area within 2 minutes.

Lubrication of chains & tyre pressure checks only are permitted in parc-ferme.

Removal of a kart from, or working on karts in any other capacity during parc-ferme conditions will result in a 5-lap penalty. For clarity parc-ferme conditions apply from the drop of the red flag during racing on Saturday through to the Green Flag commencing racing on Sunday.

#### **Sunday (6 hours)**

Engines may be warmed up on stands prior to race start.

All Karts will leave the pit in the on-track order that the red flag was taken at the end of racing on Saturday.

Two warm up laps will be provided immediately preceding the Restart, which will be a single-file rolling restart following the VSK restart procedure.

Pit stops of any kind will only count once racing has commenced i.e. a kart must cross the start / finish line under green flag conditions prior to pitting for a mandatory pitstop to be counted.

In the event of a kart not being able to take the race start on Sunday for any reason, repairs may only commence once the green flag has dropped indicating commencement of racing on Sunday, until such time the kart is considered to be held in parc-ferme.

## Points

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.

## 20. Points

Points will be awarded for the advertised race duration 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.

## 21. Timetable

### Saturday

Class	Time
Safety / Sign-on	07:30 - 08:15
Driver Briefing	08:15 - 08:25
Official Practice	08:30 - 10:30
Refuel & Return to Grid	10:50
Race	11:00 - 17:00
Parc Ferme	17:00

### Sunday

Class	Time
Driver Briefing	08:00 - 08:15
Warmup	09:00 - 09:15
Race Resumes	09:30 - 15:30
Parc Ferme / Tech	15:30 - 15:50
Presentation	16:30

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

***A member of each team shall assist with the packing up of the refuelling rig.***