



Sportsman Enduro Karting

Rules & Regulation

2026

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INTRODUCTION

Definitions

- The term “SEKNSW” refers to Sportsman Enduro Karting NSW
- The term “SEKQLD” refers to the Sportsman Enduro Karting Club QLD.
- SEKNSW recognises SEKQLD as an appointed agent and supplier.
- The term “our”, “we” or “SEK” refers to SEKNSW and/or SEKQLD acting as organising committees.
- Rules are to be used in conjunction with the AASA National Competition Rules (<https://www.aasa.com.au/ncr-appendices>)

Members Protection Policy

The SEK Bullying, Harassment & Protection Policy aims to assist SEK to uphold its core values and create a safe, fair, and inclusive environment for everyone associated.

The SEK Bullying, Harassment & Protection Policy is available on the SEK website.

Participant Acknowledgement

By entering a Sportsman Enduro Karting event as promoted by SEK, you confirm that you have read and understand the rules and regulations as expressed in this document.

You hereby agree to compete within the rules outlined in this document and accept the directive of all race and club officials.

ADDENDUM & UPDATES

Section	Details	Date
3.3.2*	Tyre Damage	July 2024
3.3.6*	Safety Kart Procedure	July 2024
3.2*	Exhausts	February 2025
3.3.4*	Pit Stops	February 2025

-	Sections Reorganised	January 2026
1.12	Series Points	January 2026
2.2.5	Rain Shrouds / Covers	January 2026
2.5 / 2.5.1	Weight Requirements Ballast / Weight Systems	January 2026
2.9	Clutches	January 2026
2.10	Chain Guards	January 2026
2.13	Bodywork	January 2026
2.17	Video Camera Systems	January 2026
3.3.1	Practice	January 2026
3.3.6	Virtual Safety Kart	January 2026
3.4	Parc Ferme	January 2026
3.5.3	Driving Standards	January 2026

* In January 2026 the rule book was largely re-organized, as such these section references may no longer apply

GENERAL REGULATIONS

1.1. Race Format and Results

The Supplementary Regulations for each meeting held, shall specify the format, schedule of racing and the method of determining the results.

1.2. Duration of a Meeting

A Meeting starts from the commencement of the first date specified and ceases at the expiration of the final date specified on the Organising Permit and Supplementary Regulations.

1.3. Meeting Entry

An entry is a contract between a competitor or Legal Guardian, and the Organiser. It binds the Licence Holder to make every effort to take part in the Meeting, except in case of Force Majeure, and binds the Organiser to fulfil all the conditions of the entry.

Any entry for a Meeting:

- Must be made using online entry form found on SEK website of the respective hosting State.
- For a Driver under the age of eighteen (18) years, as at the start date of the meeting, complete an indemnity form signed by a guardian who is over eighteen (18) years old.
- Must be received prior to the closing date/time of entries.
- Which contains a false statement, shall be considered null and void.

Payment may be by any means acceptable to the Organiser, provided it is received before the close of entries.

Team drivers must be nominated by the entrant team on their respective entry form and under no circumstances permitted to drive any other kart during official practice, qualifying or race in that event.

1.4. Acceptance of an Entry

SEK reserves the right to reject any entry without giving any reason whatsoever or to attach conditions to acceptance of an entry. These conditions must not be contrary to the Regulations.

1.5. Supplementary Regulations

A new set of Supplementary Regulations must be prepared for every Meeting and once approved, be made available to all Officials and Competitors prior to a Meeting.

1.6. Advertising

Advertising is permitted on Karts, Driver's suits, helmets, team uniforms and apparel worn by team members subject to the following conditions:

- Must be permitted by Australian Law
- No numerals are permitted. SEK promotional material is exempt.
- No sign, advertisement or writing which is deemed to be indecent, contrary to the best interests of Karting, SEK or offensive will be permitted. The Stewards shall have the sole responsibility for defining 'indecent and/or offensive'.

Apart from the above requirements, the style, size, number, location, and subject matter of advertising on Karts shall be unrestricted.

The Stewards may direct that signage is to be removed or covered, if they consider it contravenes any of the above conditions. Their decision shall not be subject to appeal in respect of that Meeting/Competition.

1.7. Direction of Racing

The direction of driving/racing must always be in accordance with the Track Licence and will be listed in the Supplementary Regulations.

Drivers who are involved in an incident, or stop on the Racetrack, may momentarily travel against the direction of racing, whilst attempting to re-join the Competition or retire.

The onus is on the driver to ensure:

- All Karts have passed and not impede any other Drivers.
- This action is undertaken in a safe manner.
- It involves no more than 5m travel distance.

1.8. Alterations to Competition

The Clerk of Course, in consultation with the Stewards and the Organisers, may make alterations to:

- The duration of any practice or qualifying sessions; or
- Shorten the duration of a Race.

1.9. Competitors Under Eighteen (18) Years of Age

The Minimum age to compete is from 15 years of age. (Consideration may be given for 14-year-olds, subject to previous experience, satisfactory demonstration of fitness, kart operation and control, and ability). This is at the club's discretion. They may be required to display a "P" plate on the kart initially and will be advised by race officials accordingly.

Competitors under 18 years will always require the presence of a designated guardian of at least 18 years of age.

A Competitor under the age of eighteen (18) years who is called before an Official, must be accompanied by their guardian, before being addressed by an Official.

Drivers under the age of 18 must wear a patch (provided by SEK) – 25mm below their left knee indicating they are a minor and require a guardian with them for an official / participant to engage with them.

1.10. Drivers Briefings

A Drivers Briefing will be held at the Meeting prior to Competition, and it is a requirement that all competitors attend. The Supplementary Regulations will specify the details.

Competitors under the age of eighteen (18) years, must be accompanied by their guardian.

The Clerk of Course can request an additional Drivers Briefing for new competitors.

1.11. SEK Classes & Driver Grading

SEK Reserves the right to place a team in the class deemed most appropriate for the performance level of the drivers competing in an event.

At the end of the season, the winning teams in both the Sportsman and SportsMaxx classes will be promoted to the next available class (eg; Sportman to SportsMaxx and SportsMaxx to Maxx).

In the event that the regular driver lineup for the next season will change significantly (more than 50%), the team may apply to not be promoted and remain in their current class.

The club may also elect to promote or relegate any teams that perform at a level more suited to a different class.

All team class designation, promotion and relegation decisions will be solely at the discretion of the club.

SEK consists of the following classes:

Class	Minimum Weight
Maxx Class	185kg
SportsMaxx – Light	185kg
SportsMaxx – Heavy	205kg - maximum Kart weight including ballast of 115kg only.
Sportsman Class	185kg

1.12. Series Points

Unless otherwise specified in the Supplementary Regulations for any given event, competitors in the Sportsman Enduro and sprint will be awarded points based on their outright finishing positions for each race.

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

For competitors in the enduro class a DNF will attract zero points unless it can be demonstrated that a mechanical or racing incident in the last 15 minutes of the race rendered their kart unable to take the chequered flag.

In the event that a mechanical or racing incident in the last 15 minutes of the race is demonstrated as the cause for the DNF, points will be awarded on the basis of finishing position as per the timing system.

Teams need to complete 75% of total race distance to receive points as listed on the table above. For the avoidance of doubt, race distance shall be defined as the total number of laps completed by the winning kart for each respective class at the completion of the race / chequered flag.

2 (Two) Championship Points will be awarded to the Pole Position Kart and 2 (Two) Championship Points will be awarded for fastest Lap of the race, unless specified in the event Supplementary Regulations.

1.12.1. Championship Points Table

Finishing Position	Race Duration													
	(hr)													
	0.5	1	2	3	4	5	6	7	8	9	10	11	12+	18+
1	10	20	40	60	90	120	150	170	190	210	230	250	270	350
2	9.75	19.5	39	58.5	86	115	143	163	183	203	223	243	263	340
3	9.5	19	38	57	83	111	137	157	177	197	217	237	257	332
4	9.25	18.5	37	55.5	80	108	132	152	172	192	212	232	252	326
5	9	18	36	54	78	105	128	148	168	188	208	228	248	321
6	8.75	17.5	35	52.5	76	102.5	125	145	165	185	205	225	245	317
7	8.5	17	34	51	74	100	122	142	162	182	202	222	242	313
8	8.25	16.5	33	49.5	72	97.5	119	139	159	179	199	219	239	309
9	8	16	32	48	70	95	116	136	156	176	196	216	236	305
10	7.75	15.5	31	46.5	68	92.5	113	133	153	173	193	213	233	301
11	7.5	15	30	45	66	90	110	130	150	170	190	210	230	297
12	7.25	14.5	29	43.5	64	87.5	107	127	147	167	187	207	227	293
13	7	14	28	42	62	85	104	124	144	164	184	204	224	289
14	6.75	13.5	27	40.5	60	82.5	101	121	141	161	181	201	221	285
15	6.5	13	26	39	58	80	98	118	138	158	178	198	218	281
16	6.25	12.5	25	37.5	56	77.5	95	115	135	155	175	195	215	277
17	6	12	24	36	54	75	92	112	132	152	172	192	212	273
18	5.75	11.5	23	34.5	52	72.5	89	109	129	149	169	189	209	269
19	5.5	11	22	33	50	70	86	106	126	146	166	186	206	265
20	5.25	10.5	21	31.5	48	67.5	83	103	123	143	163	183	203	261
21	5	10	20	30	46	65	80	100	120	140	160	180	200	257
22	4.75	9.5	19	28.5	44	62.5	77	97	117	137	157	177	197	253
23	4.5	9	18	27	42	60	74	94	114	134	154	174	194	249
24	4.25	8.5	17	25.5	40	57.5	71	91	111	131	151	171	191	245
25	4	8	16	24	38	55	68	88	108	128	148	168	188	241
26	3.75	7.5	15	22.5	36	52.5	65	85	105	125	145	165	185	237
27	3.5	7	14	21	34	50	62	82	102	122	142	162	182	233
28	3.25	6.5	13	19.5	32	47.5	59	79	99	119	139	159	179	229
29	3	6	12	18	30	45	56	76	96	116	136	156	176	225
30	2.75	5.5	11	16.5	28	42.5	53	73	93	113	133	153	173	221
31	2.5	5	10	15	26	40	50	70	90	110	130	150	170	217
32	2.25	4.5	9	13.5	24	37.5	47	67	87	107	127	147	167	213
33	2	4	8	12	22	35	44	64	84	104	124	144	164	209
34	1.75	3.5	7	10.5	20	32.5	41	61	81	101	121	141	161	205
35	1.5	3	6	9	18	30	38	58	78	98	118	138	158	201
36	1.25	2.5	5	7.5	16	27.5	35	55	75	95	115	135	155	197
37	1	2	4	6	14	25	32	52	72	92	112	132	152	193
38	0.75	1.5	3	4.5	12	22.5	29	49	69	89	109	129	149	189
39	0.5	1	2	3	10	20	26	46	66	86	106	126	146	185
40+	0.25	0.5	1	1.5	8	17.5	23	43	63	83	103	123	143	181

TECHNICAL REGULATIONS

2.1. Engines

Engines are to be mounted on either side of the kart at the rear and drive the kart through chains.

Original engine stop switches must be fully functional in the manufacturer's installed location under all circumstances, additional remote switches may also be installed.

Our engine sealer is employed to provide engines capable of providing cost effective racing whilst maintaining a level of parity throughout the whole field.

Other than modifications specifically mentioned in these regulations, engines should be completely standard genuine Honda units and that all components should remain in place unless these regulations specifically state that you are allowed to remove them.

Teams should note that the term "Standard" above refers not only to the components used but also to the number used and the manner in which engines are assembled.

We do not offer any warranty for services to any engine as they are used outside of the manufacturer's guidelines.

Honda Australia will admit no warranty claims on engines modified by the club for use in practice or racing.

2.1.1. Approved Engines

The only approved engines for use are Honda GX200 6.5HP units in supplied condition from Honda Australia and modified as per Sportsman Enduro Karting's rules.

Eligible engines are available for purchase from SEKNSW or their nominated agent.

Only GX200 engines that have been inspected and sealed by SEKNSW are eligible to race.

2.1.2. Engine Seals

SEKNSW holds records of all engine and seal numbers, any engines found to have had seals that do not match the register will be deemed illegal.

At no stage should a seal be removed from an engine other than by an SEK approved technician.

Should any maintenance or repairs be necessary, engines must be presented to an SEK approved technician for re-sealing to establish such engines eligibility for competition.

Should engine seals become broken or damaged for whatever reason, engines must be presented to an SEK approved engine sealer or approved technician for resealing. A fee may be charged if the technician deems the engine needs to be inspected prior to resealing.

Any engine not sealed that a team wish to use in an event, must be presented to the SEK to undergo inspection and sealing prior to entry into the event. The Clerk of Course and scrutineers reserve the right to exclude any engines which have not been sealed by SEK.

2.1.3. Modifications

No parts other than genuine Honda parts specified for the engine type used by the Honda spare parts list are to be fitted with the following exceptions:

- A control aftermarket exhaust pipe is available for purchase exclusively through SEKNSW.

Modifications are strictly limited to those necessary for the application of the Sportsman Enduro series.

The only permitted modifications to the engines are:

- Fitting of permitted control aftermarket exhaust.
- Removal of governor mechanism.
(If completely removed the hole in the crank case must be sealed to prevent oil leakage.)
- Valve lapping is permitted.
- Valves and Valve Springs must be a Honda Genuine manufactured component.
- Valve, part no. 14721-ZH8-801 is permitted and supplied in all SEKNSW supplied engines.
- The exhaust valve rotator and matching retainer may be fitted to the inlet valve.
- Modifications to the outside end of the crankshaft are permitted to allow the provision of additional clutch keyways. A maximum of three additional keyway slots may be cut in each crankshaft with the dimensions in depth and length, the same as the original crank keyway slot.
- The head fitted to the engine should be of the same style of head fitted from the factory for the engine type.

- External fasteners accessible when the engine is fully constructed for racing ie: engine casting bolts are a non-tech item. All other fasteners must be standard Honda items and supplied for the engine type.
- Fasteners may also be drilled for the purpose of lock wiring. This includes the fitting of a fuel tank security device – however this must not in any way increase the fuel tank capacity.
- Oil sump plugs and filler plugs must be lock wired.

The following are NOT permitted:

- No polishing, modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted (This includes removing casting marks or imperfections). Any carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed.
- The fitting of lower cc heads to increase compression is not allowed.
- The sanding of head or block surface to remove gaskets is not permitted. The factory original machine marks should be visible at all times.
- Reboring is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.
- Any honing of engines will be done by our appointed agent only. Any engine presented for sealing that we suspect has been honed outside of our guidelines will be re-honed by our appointed agent with the engine owner being liable for fees.

2.1.4. Compliance Checks, Inspections & Impounding

SEK officials reserve the right to check, inspect or impound any race motor or components at the conclusion of an event, for re-checking, re-measuring, Dyno testing or sealing.

In the event that an engine is checked for eligibility, the scrutineer will pay particular attention to the finish of all components to ensure that they match the standard unit.

At all times these rulings will be at the discretion of club officials with advice from the approved technician.

If SEK suspect the use of any non-standard internal moving components being supplied in an engine presented for re-sealing, we may refuse to reseal the engine.

SEK will refuse to hone or seal any engine with a bore exceeding the manufacturers tolerance and the engine will be deemed ineligible for use in competition.

2.1.4.1. Combustion Chamber Volume

All engines presented for compliance checks or resealing will undergo a check for combustion chamber volume.

New Engines and/or Engines without carbon buildup

Any engine presented with a total volume excluding carbon build up, of less than 29cc may be deemed ineligible.

Engines with carbon buildup

Any engine with a total volume of less than 26.5cc including carbon build up will be deemed ineligible and the team will be required to rectify at their own expense. This may be done by chemical carbon removal or fitting of new parts.

2.2. Carburettors

Only genuine Honda GX200 carburettors which are supplied 'standard' for their motor designation are permissible and any modifications (other than the allowable listed jets below) or variations of type will deem their entry illegal.

If you have purchased new engines from the club, your components as supplied will be legal. This also applies if you have purchased new carburettors of the correct part number.

Carburettors must have the OEM mixture screw at all times.

All parts of the carburettor must fully match the engine series designation, and not be interchanged with other models.

Engine Series	Engine Number Prefix	Carburettor Part Number	Carburettor Code	Pilot Jet
QX2 – UT2	GCBTT	16100- Z4V-921	59L	40
QX2 – UH2	G CBDH	16100-Z0V-921	AQ3	38
QXU – UT1	GCAHT or GCACT	16100-ZCW-WA1	64Y	45

Example:

UT1 Engines must only have a UT1 Carburettor utilising a UT1 emulsion tube
UT2 Engines must only have a UT2 Carburettor utilising a UT2 emulsion tube

2.2.1. Emulsion Tubes




Emulsion tubes must be genuine Honda items and must match the engine series designation

The UT1 emulsion tube has an equal amount of holes at 90deg with the exception of the lower holes.

The UT2 emulsion tube has an odd number of holes at 90deg.

The UH2 Emulsion tube is similar to the UT2, with one additional upper hole.

If you have any doubts you should ask for clarification.

Emulsion Tube Examples		
		
UT1 Engine	UT2 Engine	UH2 Engine

2.2.2. Allowable Jets

Fitting of alternative carburettor jets are allowed as follows:

- Size 68: Honda part no. 99101-ZH8-0680
- Size 70: Honda part no. 99101-ZH8-0700
- Size 72: Honda part no. 99101-ZH8-0720
- Size 75: Honda part no. 99101-ZH8-0750
- Size 78: Honda part no. 99101-ZH8-0780

2.2.3. Linkages

Carburettor linkage may be modified to accept an alternate linkage set up, but the shaft must remain unaltered.

The throttle linkage including the throttle arm and return springs is free up to and including the 'Z'clip connection to the carburettor.

It is strongly recommended that engines have a throttle arm so that manual control of the carburettor butterfly can be achieved. The throttle arm must be in the same location and size as the original Honda throttle arm where it appears from under the air filter box. This is to aid the restarting of the motor after a fuel stop.

2.2.4. Air Filter

The genuine Honda outer air filter assembly, including the air box and base plate must remain as standard and in place. No modification of any kind to the outer air filter housing or base plate is permitted.

Air filters are free, substitution or complete removal of the renewable paper/foam air filter is permitted. It is recommended that standard Honda air filters should have the paper filter removed from the cage and the foam sock retained over the cage.

2.2.5. Rain Shrouds / Covers

Teams may elect to install rain shrouds / covers over the existing Honda air box assembly to prevent water ingress into the air box.

The rain shroud / cover should be designed in addition to the original components and should not replace any part of the original Honda air box assembly.

Additionally the rain shroud / cover should be designed and mounted in a safe manner that will not easily detach from the kart or cause damage to other karts.

SEK officials reserve the right to deem a rain shroud / cover illegal on safety grounds.

2.2.6. Inspections

SEK reserves the right to request a team surrender one or more of their carburettors at any time during an event. The carburettor must be removed from the engine under the direct supervision of an approved official and surrendered to the Scrutineer. The competitor will be supplied with a replacement unit for the duration of the event. Once checks are performed the carburettor will be returned to the competitor after the event, either directly or via postage services.

2.3. Exhausts

Only exhaust systems in the Approved Exhausts list are permitted, any other exhaust is not permitted and deemed illegal.

Exhausts are to be functionally and structurally unmodified. Porting or grinding of the exhaust is not allowed, evidence of tampering will deem the exhaust illegal.

2.3.1. Approved Exhausts

The following exhausts is permitted:

- DEP HONDA GX200 EXHAUST WITH HEAT GUARD - DEPHC2001

Approved Exhaust Example



2.3.2. Exhaust Coating

While the exterior surfaces of the exhaust assembly may be painted or coated, the functional area of the muffler (inside the muffler pipe or canister) must not be coated or covered in any way.

Any coatings must be of a purely aesthetic nature, performance coatings such as ceramic coating and similar processes are prohibited and will render the exhaust illegal.

2.3.3. Heatshields / Cowlings

The original Muffler Heatshields / Cowlings must be fitted to reduce the risk of burns to competitors, crew and support personnel.

In all cases, SEK reserve the right to reject altered heat shields on the grounds of safety.

2.3.4. Mounting

Additional clamped or bolted bracing may be added externally as long as it does not modify the exhaust airflow of the muffler in any way.

It is recommended that taller header nuts be installed, drilled and safety wired to prevent them coming loose.

It is permitted to change the standard Honda muffler nuts with rear wheel nuts. This will assist in the removal and replacement of a failed muffler.

2.3.5. Exhaust Tethers

A multi strand wire must be fitted in such a manner as to secure the muffler via a tether to the engine such that the muffler remains with the engine in the event that the standard mountings fail.

The purpose of these tethers is to prevent the exhaust/muffler from becoming separated from the kart and causing a danger to other drivers. Tethers should be designed and installed with this in mind.

2.3.6. Exhaust Failures

Any exhaust failure must be reported to SEK and guidance sought on repair procedure guidelines, failure to comply will deem the exhaust system illegal.

Should the exhaust system or any part thereof become detached or broken during competition, this will constitute a mechanical fault and teams will be required to undertake repair or replacement, subject to the adjudication of event officials.

2.4. Brakes

A single brake caliper with a maximum of four pistons (maximum two each side of the disc) is permitted.

The brake caliper must be fitted to the rear axle and act simultaneously on both rear wheels, front brakes are not permitted.

A multi-strand safety wire or equivalent must be fitted as a secondary actuation method for the brakes. The secondary actuation method must be able to operate the brakes safely in an emergency situation in the event the primary brake connecting rod fails.

2.5. Weight requirements

The minimum weight of the kart and driver must not be less than 185kgs at all times.

For SportsMaxx – Heavy, a minimum weight of 205kg must be achieved with a maximum kart weight including ballast not exceeding 115kg. At least One (1) driver must achieve the minimum weight without ballast fitted.

The weight of a kart may be checked during Official practice, racing and qualifying.

2.5.1. Ballast / Weight Systems

Weights and weight systems may be used to ensure the kart and driver meet the minimum weight requirements.

The securing method adopted for any weights must be sufficient to prevent loss of weights at any time (including if the kart was to roll-over).

All weights must be secured to the satisfaction of the Chief Scrutineer, in accordance with these rules.

The retention of any weights, or items deemed by the chief scrutineer as weights, within any protective apparel or attached to the driver's body is not permitted: eg: weighted vests.

Fixed Weights

Fixed Individual weights may only be bolted to the chassis or seat and must be affixed securely using a minimum of one (1) high tensile M8 bolt, oversized washer and nyloc nut per each 2.5Kg of weight. A maximum of 5kg of weight per block is permitted.

Seat Inserts

Seat inserts are defined as a weight system that the driver sits on top of. This could be a pre-formed weight or an additional seat that sits within the main seat.

For seat inserts 10Kg and under, a Minimum of two (2) fixing points are required, otherwise a Minimum of three (3) fixing points are required. All fixing points must be of a suitable strength to retain the weight of the insert during an accident.

Motor vehicle seat belt straps and latches are the preferred method of securing the seat insert to the seat or chassis.

Chassis Mounted Weight Boxes / Canisters or Posts

Weight boxes, canisters and posts are permitted and must be either welded to the chassis or fixed securely to the chassis with two (2) fixing points suitable to retain the weight of the system during an accident. An additional tether of at least 2mm multistrand wire is required for weights over 10kg as a failsafe to prevent the lead from becoming detached from the kart in the event the mounting system fails.

Weights installed on a post mounting system must appear as a single unit and not individual plates stacked. This can be achieved by bolting or taping together multiple plates into a single unit.

2.6. Fuel

Unless otherwise stated in the supplementary regulations, karts will run on regular or premium unleaded fuel that does not contain ethanol, this is to be supplied by teams and pooled for the use of all competitors. This fuel is to be purchased by the entered competitors prior to the event in accordance with the supplementary regulations for the event.

One (1) tank may be fitted only. The maximum volume for the fuel tank shall be 10 Litres.

No additives are permitted.

The organisers reserve the right to take fuel samples at random to ensure conformity with the regulations.

No fuel may be added to any kart during the course of a race outside of the official refuelling area.

Competitors may be asked to use their own fuel for practice sessions and present their kart for refuelling to the refuelling marshal prior to commencement of qualifying with an empty fuel tank. This will be stipulated in the supplementary regulations of each event.

The penalty for adding fuel outside of this guideline is exclusion from the event.

2.7. Spark Plugs

Only unmodified commercially available Spark Plugs may be used, spark plugs must have a maximum engagement depth of 24mm. Beyond this, spark plugs are at the discretion of the competitor.

No spark enhancers or boosters are permitted.

Spark plug cap and leads must be original, aftermarket spark plug caps are not permitted.

2.8. Gearing

Final drive gearing will be fixed (20 x 66) unless identified otherwise in the event specific supplementary regulations. The alternate final drive ratios for any other circuits will be advised in the supplementary regulations for the particular circuit and / or event.

All teams must run the gearing listed for that circuit or event.

2.9. Clutches

Each engine must be fitted with a dry air-cooled Noram GE centrifugal clutch, which cannot be adjusted whilst fitted to the motor.

Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engine speed. For the avoidance of doubt, only the following genuine Noram clutch springs are permitted:

- Red (Engagement 1950 RPM) Part Number: 01000020
- White (Engagement 2420 RPM) Part Number: 01000030

The clutch must have a drive sprocket of 20 teeth.

Only standard Noram clutch springs, clutch hubs and heavy clutch shoes are permitted.

All clutch components are to be unmodified with the exception of removing material from the edges of the clutch shoe.

Noram Magnum Clutch Drum may be used.

Noram GE Clutch	Noram Magnum Clutch Drum
	
<i>Images informative only. Clutch drums may vary in finish colour.</i>	

2.10. Chains and Chain Guards

Chain guards must be installed at all times and should cover the chain when viewed directly above and behind the kart.

2.11. Rear Axles

The rear axle must be of solid or hollow magnetic material and be 30mm in diameter. Hollow axles must be of a minimum 5mm wall thickness across the full length of the axle assembly.

No differential of any type is permitted.

Maximum overall rear width, outside to outside rim and tyre is 1400mm.

2.11.1. Axle Collars

Axle collars must not exceed 35mm in width.

A maximum of six (6) axle collars are permitted on the rear axle.

2.12. Lighting (Front and Rear)

Rear red lights for use in reduced visibility, night, and wet weather racing, although not compulsory, may be stipulated in the supplementary regulations before a race. In the event they are stipulated in the supplementary regulations, they must be installed prior to scrutineering and remain in place for the duration of the event.

Lights must be solid red and are not permitted to flash at any time. No colour other than red is permissible facing towards the rear of the kart.

Lights must be securely mounted to the kart and be clearly visible to both following karts and event officials whilst the kart is on track, lights must not protrude past the rear crash bar.

The position of the lights must also be oriented to minimise glare to other drivers i.e. below eyeline and facing horizontal to slightly downwards. Lights facing up towards other drivers will result in an immediate mechanical flag for which the pitstop will not count towards the mandatory stops for the event.

A front facing light may also be displayed, but must not be red. Front facing lights must be angled downwards to illuminate the track immediately in front of the kart. Any forward-facing light deemed to cause glare, dazzle, or distraction to other competitors by the race officials will result in a mechanical warning and directive to remove the offending light immediately before further participation in the event is permitted.

All lights must be approved by the scrutineer prior to the commencement of practice or racing.

2.13. Bodywork

Bodywork must be in a condition to the satisfaction of the chief scrutineer.

All bodywork must be fitted and secured at all times on track.

2.13.1. Front Crash Bar & Nose cone

The front crash bar must be fitted with a retaining clip which once fitted, will prevent the top and bottom front crash bars from being separated after the loss of a front nose cone.

Nose cones shall have a minimum width of 700mm.

2.13.2. Rear Crash Bar

The rear crash bar can be made of either plastic or steel and must cover at least 50% of the rear wheels on both sides and must not extend beyond the width of the wheels.

Plastic crash bars must be made of plastic compliant with the CIK-FIA standard specifications.

Steel crash bars must be a full vertical loop. They must be securely attached in at least two separate mounting points across the chassis and be of such a construction to withstand a substantial impact.

2.13.3. Sidepods

Sidepods must not extend beyond the outer edge of the rear wheels when the kart is fitted with dry weather tyres.

This does not apply when wet weather tyres are fitted.

2.13.4. Nassau Panels

Nassau panels must not obstruct the visibility of the driver in any way and must not project above the steering wheel.

There must be a minimum gap of 50mm between the nassau panel and the steering wheel.

2.13.5. Floor Trays

Floor trays must not extend beyond the inside of the frame rails and must be a continuous panel. No holes larger than 25mm are permitted in the floor tray.

Floor trays must be secured with self-locking nuts (eg; nyloc).

If the floor tray fasteners are mounted with the thread facing downwards, a maximum of two (2) threads may be exposed.

2.14. Wheels and Tyres

Maximum Wheel widths are:

- Front: 130 mm
- Rear: 212 mm

Control tyres for dry and wet conditions are as follows:

- Dry: Dunlop SL1
- Wet: Unilli UN519/UN520 – SEKNSW
Dunlop KT12-SLW2 - SEKQLD

2.15. Competition Numbers and Plates

Each Kart must display a Competition number whilst on a Racetrack. Competition/Kart numbers are chosen by the competitors and are open to selection provided:

- They are not an excluded or reserved number.
- They are not being currently used by another active team in SEK.

Kart Numbers are required to be displayed on the front, rear and both sides of the kart and are to be a maximum of three (3) digits in plain or italic font type.

No sign, advertisement or other writing is permitted to encroach within the number plate/background.

2.15.1. Dimension Requirements

Numbers are required to be clear and eligible at all times, to achieve this numbers are required to adhere to the following dimensional requirements:

- **Front Numbers:** 150mm High & 15mm Thick.
- **Rear Numbers:** 150mm High & 15mm Thick.
- **Side Numbers:** 100mm High & 15mm Thick.
- **Spacing:**

- Multi-digit numbers must have a minimum of 15mm spacing between the digits.
- Number plates/backgrounds must be a minimum 15mm larger than the number thereon.

2.15.2. Kart Number and Plate Colours

The kart number is to be on a plate/background of the appropriate continuous colour, in a generally rectangular shape.

Kart numbers and plate colours will be as per below:

Class	Plate Colour	Number Colour
MAXX	WHITE	RED
SPORTSMAXX LIGHT	WHITE	BLACK
SPORTSMAXX HEAVY	YELLOW	RED
SPORTSMAN	YELLOW	BLACK

SEK NSW

At a minimum, the rear plate of a kart must comply with these requirements.

SEK QLD

All classes, numbers and plates may be superseded by alternatives in event Supplementary Regulations.

2.15.3. Reserved/Championship Numbers and Plates

Class	Plate Colour	Number Colour
NSW STATE	BLUE	WHITE
QLD STATE	MAROON	WHITE
NATIONAL	GREEN	YELLOW
NSW STATE	BLUE	WHITE

The winner of the Maxx Championship in each State may choose to run the State plate for the state in which they won the championship with either number one (1) or their own race number so long as:

- A minimum of 2 drivers from the team continue to drive in that team.

- If the drivers choose not to race in the same team and both teams are competing in the next season, then no kart is permitted to run Kart one (1) for that season.

The winner of the National Title may choose to run the National plate with either A1 or their own race number for one (1) year or until the next national title is completed, whichever comes first.

2.16. Video and Camera Systems

Video / Camera systems are permitted and are to be mounted to the kart with no less than 2 tethers. All cameras and mounts must be installed within the confines of the kart and to the satisfaction of the chief scrutineer.

Cameras are not permitted to be mounted to the exterior of a drivers helmet.

All Video / Camera systems must weigh less than 1kg including system, batteries and cabling.

No flashes allowed.

Any footage can be called upon by officials for viewing should they be required for a judicial matter.

2.17. Radio Equipment / Communication Systems

Two way radio systems are permitted to enable drivers to communicate with pit crew.

The communication systems permitted are:

- Two way radios, which must be securely attached to the kart at all times.
- Motorcycle style bluetooth communication systems, which must be securely attached and may be incorporated into the drivers helmet.

Competitors are not permitted to use radio equipment to listen to or interfere with official's radio channels

2.18. Timing / Transponders

All timing and lap scoring will be computerised.

All karts must be fitted with a MyLaps electronic kart transponder (or any other approved system). Any driver found attempting to interface or tamper with this equipment would along with the entire team be excluded from the event. In the event of such exclusion all monies will

be forfeited. If teams do not have their own transponder, they may hire one from the Race Organiser, subject to availability.

Should the timing system fail at any time for any reason whatsoever, the race will be red flagged, or the lights turned to solid red and the race order for the restart or results will be as shown on the most recent display or print out.

Should a team's transponder fail they will be credited with equivalent laps from the time at which the transponder ceased to function to the time they rejoin the race with a replacement transponder.

The method for determining the number of laps to be credited will be to take an average lap time based on the team's performance immediately prior to the failure of the transponder. All fuel stops will therefore be taken into consideration when making such calculations.

The above-mentioned leeway will only be given to teams who have suffered genuine transponder failure.

An incorrectly fitted transponder or a battery that was not sufficiently charged prior to the event, or a transponder other than one supplied by way of hire, is not considered genuine transponder failure and consequently any loss of laps and or position as a result will remain.

All transponders must be fitted as close to the ground as possible with no interference.

2.19. Infractions or Technical Breach Protocol

SEK or its appointed agents reserve the right to check and compare any component with a standard part as supplied by Honda Australia. Checks may be carried out to ensure that tolerances are within those specified by Honda Australia and SEK.

If any infringement or technical breach is found to exist:

- The team may be liable for an inspection fee of up to \$200; and/or
- Any non-compliant parts or equipment may be confiscated or impounded; and/or
- The team may also be required to attend a disciplinary tribunal; and/or
- A penalty may be issued

For the avoidance of doubt, any penalty may vary depending on the extent of the breach and, the experience of the team involved it being the intention that new or inexperienced teams have lesser penalties such as a warning to allow for learning opportunities.

Any impounded items will be returned upon payment of any inspection fees issued for the breach.

The team will have 30 days from the date of notification (via email) to make payment or impounded items will be forfeited.

RACE REGULATIONS

3.1. Introduction

Endurance Kart Racing is a speed event, taking place on a circuit with a sealed surface over a defined period of time or a prescribed number of laps. The duration of races can vary, with the length of the race determining the minimum number of drivers required in a team as per the table provided in section 3.3.4.3 of these rules.

While a majority of events can be undertaken with a minimum of two drivers to a team, longer events may require additional drivers. The event Supplementary Regulations for each event will specify the required minimum number of drivers required .

On occasions the club may also run sprint races or shorter qualifying races which may determine the starting order of a longer race.

3.2. Scrutineering and Safety

To meet the scrutineering and safety requirements to enter an SEK event, endurance karts must be compliant with the technical regulations defined in this rule book. Karts will be scrutineered by an official and checked for compliance.

It is the team managers responsibility to ensure that their kart remains compliant at all times during an event.

In addition to the standard technical regulations, scrutineering officials will pay particular attention to:

- Brake safety wire ([section 2.4](#)).
- Brake pads and retaining pins.
- Front and rear number plates ([section 2.15](#)).
- Chain guards ([section 2.10](#)).
- The Air Box - which should be an original Honda air box with an unmodified base plate.
- Engine Stop switches ([section 2.1](#)).
- Throttle return springs.
- Brake and throttle pedal return springs.
- Bodywork (side pods, nassau panels, nose cones and rear bars), including front crash bar retaining clips ([section 2.13](#)).

- Kart lights (that are permitted under the events supplementary regulations) mounting position, fixture and operation [\(section 2.12\).](#)
- Muffler/Exhaust system mounting, retention and cowlings [\(section 2.3\).](#)
- Oil sump and filler plug lock wire [\(section 2.1\).](#)
- All bolts in the undercarriage area must have minimal excess threads exposed to prevent injury to other competitors in the event of contact.
- Video / Camera placement, mounting and tethers [\(section 2.16\).](#)
- Fuel caps will be checked during scrutineering and if found loose or defective, must be replaced before the team is permitted to race.
- Ballast/weight systems [\(section 2.5.1\)](#)

Officials may request additional reasonable changes to a kart during scrutineering which must be undertaken before the kart is determined to have passed scrutineering.

Only karts that have passed scrutineering are permitted to race.

3.3. Race Procedure

3.3.1. Practice

Practice will be conducted prior to qualifying in such a manner that will allow sufficient time for all teams to familiarise themselves with the circuit layout and conditions.

At certain events practice and qualifying may also be conducted on the day prior to the race meeting. This will be specified in Supplementary Regulations; in such cases a short warm up session will be scheduled immediately before race commencement.

Open or free practice may be provided at some events, during which any kart from an eligible class being held for that event may practice subject to having paid a practice fee, even if it is not participating in the event.

During official practice sessions you may only practice with a kart that is entered and has been scrutineered for the event and is identified by the kart number entered on the official entry form. Only one kart is permitted per entry to practice.

From commencement of official practice all race regulations apply i.e. transponders must be fitted, minimum weight must be complied with, entered karts and drivers shall be as per team race entry details. During free practice, these requirements do not apply.

3.3.2. Qualifying

Qualifying formats may vary and will be specified in the Supplementary Regulations for each individual event.

3.3.2.1. Fuel

Unless otherwise stated in the Supplementary Regulations, qualifying will be on controlled fuel.

Prior to commencement of qualifying, karts must be presented to the fuel bay with empty tanks for refuelling. Failure to comply will result in the refuelling marshal refusing to serve the competitor with race fuel, until the karts fuel tank has been drained outside of the pit / refuel area and returned to the fuel bay empty.

Competitors are not permitted to use their own fuel at any stage after this, and if found to will be disqualified from the event.

3.3.2.2. Tyres

You must commence the qualifying session on the tyres you intend to race on unless stated otherwise in the supplementary regulations for the event. Teams not participating in qualifying must declare their race start tyre to officials prior to the commencement of qualifying.

If for any reason you need to fit new tyres (regardless of how many), you must first seek the permission of the Clerk of Course, who at their discretion may require you to start the race from the pit lane.

Unless the Clerk of Course determines a change to circuit conditions requiring that all teams change tyres between qualifying and the race, teams are not permitted to change between wet and dry tyres after qualifying.

3.3.3. Racing

All races will be standing start with grid positions determined by qualifying, unless otherwise stated in the supplementary regulations.

3.3.3.1. Warm Up Laps

Race starts will be preceded by two warm up laps. All karts must remain in their grid order during the warmup laps.

On completion of the two warm up laps karts will be directed, by marshals to their respective grid positions. For standing starts, once all karts are in their starting positions the entire field will come under the direction of the official starter.

Any kart that fails to complete the two warm up laps in their correct grid positions may be instructed to start from the rear of the starting grid.

3.3.3.2. Race Starts

Race starts may be signalled by the use of green lights, or by way of flags either green or national flags. This will be clearly defined at the drivers briefing.

Any kart that remains in the pit lane after it has been closed prior to the start of an event will have to start the race from the pit lane at the rear of the field.

Standing Starts

Once under the starter's control, if the race is started with a flag, after all karts are in grid positions, the starter will hold the flag stationary across the starter's chest to indicate that the drivers are under starters orders. The flag will then be moved above the starter's head, held stationery indicating that the race will start within three to seven seconds. The flag will then be dropped and waved to indicate the race start.

Once under the starter's direction any movement by a kart on the starting grid will be considered a "jump start" and may be the subject of a penalty.

Any kart that remains in the pit lane after it has been closed prior to the start of an event will have to start the race from the pit lane at the rear of the field.

Rolling Starts

Where a race is a rolling start, two warm up laps will be provided during which competitors must remain in their allocated starting order in two filed columns as per their qualifying position or nominated starting position. During the second of the warmup laps, the pole sitter will dictate the pace of the pack, slowing adequate to compress the pack prior to the formation line indicated by a red line across the circuit.

Once the formation line has been crossed, the pole sitter must maintain a constant pace until such time as the starter signals the race start (signalling of the race start will be as per a standing start). Karts must travel in their respective start lanes (tram lines) relative to their starting position until they have passed the start / finish line immediately after the race has started. Overtaking prior to the start finish line will result in a penalty.

Any kart deemed to slow unnecessarily once they have accelerated during a race start (i.e. brake checking or trying to bunch the field) will receive a penalty, especially if it results in contact between competitors, regardless of where they are in the field.

All timing of such a start will be entirely at the discretion of the Clerk of Course.

3.3.4. Pit Stops

Great care and caution should be exercised when entering the pit lane and rejoining the circuit from the pit lane. You should only rejoin the circuit when it is safe to do so. Failure to comply with this rule will result in a stop go or computer added penalty.

Oiling of chains may only be carried out while the kart is stationary within the designated chain oiling zone / location as advised during driver's briefing or by the Clerk of the Course or Event Steward.

Should the driver accelerate away whilst chains are being oiled, the crew member oiling the chains must remain stationary to avoid any trip hazard. In the event a crew member moves whilst the kart is in motion and continues to oil the chains, a penalty will apply.

For a pit stop involving a driver change to be classed as completed, the kart must come to a complete stop, failure to comply will result in the pit stop not counting.

Repairs/driver changes etc. may only be carried out in the designated areas being the Pit/Paddock, Pit Lane or Dummy Grid.

The only tools permitted in the pit lane or driver change areas are for tyre inflation or chain lubrication purposes (if designated as a chain lubricating area) or those required to safely remove or insert kart ballast (lead). Any other repairs must be undertaken in either the parc ferme area or in the Paddock area

3.3.4.1. Pit Lane Speed

The Pit Lane Speed Limit is a maximum of 13km/h (or a speed that is deemed by the clerk of the course to be a safe speed). Karts must not exceed the pit lane speed limit within the pit lane area designated by witch's- hats/safety-cones at the start and end of the pit lane area.

The driver may accelerate the kart to aid the progress of the kart in the pit lane area, however the driver may not exceed 13km/h and must be prepared to either change direction or stop the kart immediately should the need arise.

When a pitlane transit, or delta time is prescribed in the supplementary regulations or noted at the driver's briefing by the Clerk of the Course or Steward(s), the delta time will supersede the 13km/h requirement as the determining factor to assess pitlane speed.

In either case of pit lane speed determination, drivers should endeavour to maintain a constant speed and are not permitted to speed up and slow down excessively during pitlane transit.

Speeding infringements in the pit area will result in a stop go or computer added penalty. Pit speed limits are applied for safety reasons and will be strictly policed and enforced by the Clerk of Course and other officials.

3.3.4.2. Pit Closures & Pitting under VSK

Karts may not enter the pits once the track is under Virtual Safety Kart condition, this will be indicated by a full course yellow board and/or yellow and red lights flashing. SEKNSW pit closure is also indicated by a blue light at the entry of pit lane.

Karts entering pit lane before the safety kart lights have been activated or the pitlane has been closed are free to refuel / undertake a driver change and rejoin the race as per normal providing they can do so safely before the “train” (queue of karts behind the safety car/kart) has passed. If the train is going past the pit exit as a competitor wishes to leave the pits, the competitor must wait at pit exit until the train has passed at which point, they may join the tail of the pack. A pit lane official may hold the kart at pit exit longer for safety reasons, or alternatively indicate to a competitor that they may enter the circuit sooner if there is a safe gap in which to do so.

Any kart entering the pits under Virtual Safety Kart conditions (after the safety kart lights are activated) will not be permitted to effect a driver change or refuel, and will be held in the pit lane until resumption of green flag racing conditions.

No work or repairs are permitted on any such ‘held’ karts until resumption of green flag racing conditions and the entire field has passed the start finish line. Should a kart pit for a mechanical reason under a Virtual Safety Kart, they must wait until the resumption of green flag racing conditions before undertaking any repairs.

Such pits-stops made during safety kart periods will not be counted as one of the mandatory stops.

A competitor may enter the closed pits however the following applies to any stops made where the pits are closed, and the blue light is illuminated:

- The kart is to remain in parc ferme conditions and no work, refuelling or mechanical repairs are permitted to be undertaken on the kart until the resumption of green flag racing conditions.
- Driver changes are permitted.
- Karts are not permitted to re-enter the track and must remain at pit exit until the resumption of green flag racing conditions and the entire field has passed the start finish line.

Any karts that have entered the pits prior to the pit closure light being illuminated / pit closure board being displayed, or passing the FCY board, may complete their works, driver change and refuelling then may rejoin the circuit in a safe manner under the direction of the Pit Marshall.

3.3.4.3. Compulsory / Mandatory Pit Stops

The recommended minimum number of pit stops (also known as compulsory or mandatory stops) has been designed to enable teams of all fitness levels to compete on a level and safe playing field.

The recommended minimum shall be as defined in the below table. Individual event requirements may vary as described in the event-specific Supplementary Regulations.

Race Length (Hours)	Minimum Total Pit Stops	Minimum Refuelling Stops	Minimum Number of Drivers
4	7	2	2
5	9	2	2
6	10	3	2
7	11	3	2
8	12	4	3
9	15	5	3
10	16	5	3
12+	19	7	3
24	37	15	5

A compulsory pit stop will be considered completed when a kart has travelled the length of the designated pit lane and completed one of the following:

- Stopped in the driver change area and conducted a driver change; or
- Stopped in the refuelling area and completed the refuelling procedure; or
- Driven through the length of the pitlane at no more than 13km/h (drive through) or meeting the prescribed pitlane delta/transit time [\(as defined above in 3.3.4.1\)](#)

Once any of the above are complete, the driver must then continue with the pit procedure safely.

This process must be completed on every transit of the pit lane, including penalties and refuelling stops.

Any penalty served through pitlane does not count towards the mandatory or minimum stops requirements for any event. With the exception of penalties, any other transit through the complete pit lane (subject to pits being declared open) is considered 1 pit stop regardless of the amount of operations undertaken.

A Kart is not permitted to complete a compulsory pit stop, until after it has started the Race and passed the start finish line twice (2) under race condition, additionally the pit must be declared open at the time the pitstop is performed.

Any Pit Lane Drive-Thru or Stop-Go penalty, as directed by the Clerk of Course, does not count as a compulsory pit stop.

A Pit Stop will not count as a Compulsory Pit Stop, if a Kart enters the pit lane, during a Virtual Safety Kart. This is a Judge of Fact ruling.

No pit stops will count as compulsory pit stops if made within the designated pit closure periods.

All mandatory pit stops for the event must be completed prior to the closure of the pits as stipulated in the supplementary regulations. Should a team be prevented from undertaking a mandatory pit stop due to an unscheduled pit closure immediately preceding a scheduled pit closure, that team will be permitted to make one (1) mandatory pit stop provided they pit within (3) three laps of the pits re-opening after the unscheduled pit closure.

3.3.4.4. Timed Pit Stops

The purpose of a Minimum Pit Stop time is to slow everything down in pit lane. Mistakes and accidents are more likely to occur when teams rush.

Setting of a Minimum Permissible duration for a kart to transit the lane is not only sensible in terms of safety, it also means that racing is done out on the Racetrack, not in the pit lane.

When stated in the Supplementary Regulations, there will be a minimum pit stop time at an Event.

The Minimum Pit Stop time(s):

- Are the Minimum time(s) set by the Organisers between the pit entry and exit loops. These loops will be clearly marked by cones and/or signage.
- Will be listed prior to qualifying, on the Minimum pit stop time notice board, and be issued in an event bulletin.
- Will vary from Track to Track due to the layout and length of each pit lane area.
- Only apply to racing sessions.

It is the responsibility of each team to be aware of the Minimum Pit Stop time(s) for each type of passing. Passings may include Minimum time(s) for but not exclusive to:

- Drive-Thru penalty.
- A stop that includes a Driver change.
- A stop that does not include a Driver change.
- A stop that involves being weighed.
- A stop that involves being refuelled.

All of this detail will be covered in the Drivers Briefing and displayed on the Minimum Pit Stop time notice board, which competitors can view at the pit lane.

Should a team complete all of their compulsory Pit Stops, this does not mean additional stops are not timed.

All Pit Stops, whether compulsory or not must comply with the minimum pit stop time requirements of the Race Meeting. It is the sole responsibility of teams to have a system to ensure they are timing their Kart(s) during pit stops.

The Organising committee may provide computer screens or clocks to assist teams with Minimum pit stops, however, the final responsibility remains with the team to ensure all Pit Stops conform with the Minimum Pit Stop time rules.

The use of timed stops does not nullify the pit lane speed limit that applies at all times.

3.3.4.5. Refuelling & Fuel Stops

Refuelling and pit stops are an essential dimension of endurance racing. These regulations are for the safety of those involved and must be strictly adhered to.

Refuelling must only take place in the designated refuelling area. Smoking is forbidden in this area (and the entire pit area) and admission is prohibited to all persons other than the refuelling marshal, the driver bringing the kart in and one (1) other team member.

Only approved event refuellers are permitted to refuel karts unless otherwise instructed by race officials. Both the driver and the additional team member are there to provide assistance to the refueller, and to be on hand in the case of an emergency.

For safety reasons, all fuel stops will be a minimum timed stop of 1 minute but may be longer. Drivers must remain in the fuel bay until released by the light timing system or instructed to do so by the refuelling marshal.

The standard refuelling method will be as follows:

1. The driver will bring the kart to the designated refuelling area marked by safety-cones.
2. Once the driver has brought the kart to a safe stop, the driver will extinguish the engines (engines must be fully stopped) and get out of the kart.
3. The driver or fuel marshal as stipulated in the supplementary regulations will activate the timing lights.
4. The driver will move to the designated driver area or to an area as directed by the refuelling marshal. The driver will at all times during the refuelling process remain in the designated driver area.
5. The driver may also be required to hold and be prepared to use one of the refuelling point fire extinguishers.
6. The additional team member may assist with the removal of the fuel cap and replacement after refuelling is completed. Drivers or crew are responsible for checking the tightness and security of the fuel cap.
7. Once the authorised refueller completes refuelling and only when directed by the same, the driver may re-enter the kart.
8. The additional team member may start both engines only once the fuel cap has been correctly fitted and the driver is seated in the kart. The starting of both engines is the responsibility of the team member and not the authorised event re-fuelling official.
 - In the event the kart will not start in the fuel bay, the team member must wait until the lights indicate the refuelling time limit has been reached and then immediately push the kart (with driver) out of the refuelling bay, leaving sufficient room for other karts to gain access and egress from the fuel bay.
9. The driver must wait in the fuel bay until the timing lights indicate that they are free to go.

Contact between karts, entering, leaving or inside the fuel bay is strictly forbidden. As is kart contact with the refueller. Contact with any kart entering, currently in or exiting the fuel bay will be viewed as a serious breach of safety and a commensurate penalty will be applied by the designated officials.

All team personnel charged with the responsibility of assisting the refuelling procedure must be free of tools, mobile phones or other spark emitting devices. Penalties may be imposed.

No refuelling will be permitted in periods of the event as stipulated in the supplementary regulations. The opening and closing of the refuelling window will be announced during the event.

At no time during the race may teams refuel their karts directly outside of the above procedure or without authorised event official supervision.

No other mechanical work is permitted in the fuel bay. Penalties will apply.

Drivers must be vigilant and ready to assist with the use of fire extinguishers when in the pit bay, communication between drivers and team should be kept to a minimum to avoid distractions.

3.3.4.6. Driver Stint Time

Pit stops are structured to include more minimum stops to encourage and enable teams to lessen stint times if required and in the interest of safety.

The maximum driver stint time is one (1) hour. A minimum twenty (20) minute rest period must be taken between any driving stints.

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 (1) one full lap and within a maximum of (3) three laps after receiving the green light to resume racing, the team will not be penalised for exceeding driver stint time.

3.3.4.7. Driver Swaps

Drivers must not exceed the maximum stint time as defined in [3.3.4.6 Driver Stint Time](#)

Driver changes may only be carried out in the designated area of the pit lane defined by witches' hats at the start and finish of the pit lane area. Driver changes may be made as frequently as desired.

During a driver swap only the driver exiting, the driver entering and one (1) pit crew are permitted to assist with the driver swap. Karts must remain stationary while drivers are exiting and entering the kart.

Any removable weights, inserts, canisters or plates may only be changed when the kart is stationary, and must be done prior to entering the circuit. This includes the connection / disconnection of any locking mechanism, clip or tether for the weight system. On return to the pits and during pit stops, weights must not be disconnected, removed or untethered until the kart has become stationary in the designated area.

3.3.5. Scales / Weight Stops

Karts may be called to scale during an event by the display of the scales board with a kart number shown. The driver shall pit at the end of that lap and proceed to the scales at the direction of the scales marshall.

Weighing of karts may also be called at random times during a virtual safety kart, this will be done by the direction of the officials at the entry of pit lane. All karts will enter pit lane in a single file and proceed to the scales at the direction of the scales marshall. The race will remain under virtual safety kart and karts will be held at pit exit until all karts have been weighed. Karts will then return to the track under virtual safety kart conditions.

If the scales indicate that a kart and driver are under the legal weight, the kart will be removed from the scales and the driver given one (1) additional chance to weigh.

Karts will be penalised if found to be underweight, and karts must be of a legal weight before returning to the race track.

No other activities may be undertaken during a scales stop and this will not count as a compulsory stop.

3.3.6. Break Downs, Recovery and Repairs

3.3.6.1. Break Downs

Should a kart break down on the circuit the driver is permitted to carry out a minor repair to expedite the return of the kart to the pit area.

However, such repairs are only permitted once the kart has been moved to a position of safety and that such repairs are undertaken by hand only, no tools are permitted to be taken onto the circuit.

NO OTHER TEAM MEMBER MAY ASSIST IN SUCH REPAIRS.

3.3.6.2. Kart Recovery

If your kart is unable to be driven safely back to the pits you can signal for help by raising both hands above your head and crossing your arms as shown below:



At the specific direction of the Clerk of Course, after the instigation of the safety car and the field brought to a safe speed, up to two team members may venture on the course under direction of officials, proceeding with caution to retrieve a broken-down kart.

Once team members have entered the track to retrieve a kart, that kart must then be returned directly to the pit area before being permitted to return to the race track. Once the track is determined safe by the Clerk of Course the race will be resumed.

Drivers must retain all safety clothing and helmet until they have returned to the pit lane.

3.3.6.3. Repairs & Replacements

Tyres

Tyres that have been damaged or worn out to failure may be replaced. Replacement(s) will be at the competitor's cost, must be of a condition commensurate to the race duration completed, and approved for use. IE New tyres will not be permitted.

Tyres changed must be reported to and inspected by Chief Scrutineer prior to the kart leaving the grid/impound area.




Replacement tyres may only be fitted under live racing conditions.

The only exception to this is a tyre with a manufacturing defect (as approved by the Chief Scrutineer).

Chassis

At the sole discretion of the Clerk of Course a team may replace a chassis in the event if it is considered that a chassis is beyond reasonable repair. Should a team gain permission from the Clerk of Course to change a chassis the change will only be permitted after the scrutineer has inspected the damaged kart and the new chassis has been presented for tagging and the verification that is in fact a "bare chassis" (eg. not a rolling chassis, must be a bare frame). Adherence to the aforementioned procedure remains the sole responsibility of the team manager. Failure to comply may result in exclusion from the event.

3.3.6.4. How to signal for HELP

If your kart is unable to be driven safely back to the pits you can signal for help by raising both hands above your head and crossing your arms:	If you need medical attention for yourself or someone else on the track you can signal for help by raising 1 (one) straight arm above your head:	If you are unable to communicate with your team and want to pit, you can signal the tower by tapping 1 (one) hand on the top of your helmet:
		

3.3.7. Virtual Safety Kart

The virtual safety kart (VSK) will be used at the discretion of the Clerk Of Course and will be indicated by the lighting system flashing RED/YELLOW and/or the Full Course Yellow flags / board (FCY) being displayed, this may also be indicated by a pit closed light at pit entrance.

No overtaking, or entry to the pits, is permitted after passing a point indicating a VSK and karts must reduce their speed to half race pace and be prepared to stop if required by officials.

Any kart that is in the pits undertaking a routine drive through, driver change or refuelling stop at the time a VSK is called may continue and should return to the circuit safely as per normal.

Karts shall continue to circulate at half pace until the race officials can determine which kart is the genuine race leader. This may take several laps if karts are undertaking pitstops when the VSK is called, and the race organiser will need to wait for regulation pitstops to be completed and for those karts to have completed at least one full lap before they can ascertain the genuine race leader.

Should the timing system indicate the genuine race leader to be a kart that is subject to mechanical failure and no longer circulating, the race organiser will determine the race leader to be the highest placed kart still circulating.

Once the lead kart has been identified correctly, the lead kart will then be signalled to slow down, this should be to a pace just adequate to avoid clutch disengagement, and the rest of the field must then form and maintain a SINGLE file queue behind the leader as soon as safely possible.

To minimise the time required to form a single file behind the leader, competitors should increase their speed to catch up with the file behind the leader as quickly as possible when clear of the incident/s causing the VSK. Noting that half race pace must be maintained in the vicinity of the incident/s and overtaking is not permitted, failure to comply will result in a penalty.

Prior to recommencing racing the starter will signal one (1) lap to go and the lighting system will be turned off.

SINGLE file is to be maintained and racing is only to recommence once the GREEN flag is waved at the start/finish line and YOUR kart has crossed the start/finish line.

No competitor is permitted to recommence racing (i.e. Karts must remain in single file and not overlap the preceding kart or overtake another kart) prior to their crossing the start/finish line.

If a kart breaks formation prior to the start finish line, that kart will receive a breach of safety kart procedure penalty.

To enter the pit lane a competitor must cross the start/finish line twice (2) under race conditions (Green flag drop counts as one crossing) for that stop to be counted as a compulsory pit stop.

A competitor may enter the closed pits however the following applies to any stops made where the pits are closed, and the blue light is illuminated:

- The stop will not count towards the number of compulsory pit-stops required for the race.
- The kart is to remain in parc ferme conditions and no work, refuelling or mechanical repairs are permitted to be undertaken on the kart until the resumption of green flag racing conditions.
- Driver changes are permitted.
- Karts are not permitted to re-enter the track and must remain at pit exit until the resumption of green flag racing conditions and the entire field has passed the start finish line.

Any karts that have entered the pits prior to the pit closure light being illuminated / pit closure board being displayed, or passing the FCY board, may complete their works, driver change and refuelling then may rejoin the circuit in a safe manner under the direction of the Pit Marshall.

3.4. Parc Ferme

Parc Ferme may be used during a race to allow a single race to occur over 2 separate days. This will be specified in the event supplementary regulations.

In events where Parc Ferme is used, the first day of racing will end under a virtual safety kart and all karts will be directed to a designated, restricted area where they will be held until racing is to commence the following day.

Parc Ferme is not considered a pit stop, and will not count towards mandatory pit stops. As such no changes to the kart are permitted, this include removal of equipment (including transponders, dataloggers or other fixed equipment), tyre pressure changes, chain lubrication or any other kart changes.

Unless under the direction of the Clerk of Course, no repairs, maintenance or changes to the kart are permitted.

Racing will resume the following day under virtual safety kart conditions, with karts in the track position order that they were prior to the parc ferme virtual safety kart the previous day.

3.5. Driver Requirements

All drivers competing in SEK NSW events must be the holder of an AASA Karting Licence.

All nominated drivers for Enduro Class teams must partake in each race during the event unless supplementary regulations specify otherwise.

For races of 3 hours or less duration, each driver of the team must drive for approximately an equal duration of the race with no single driver undertaking a stint more than 10 minutes longer than any other member of the team.

Sportsman teams can have a SportsMaxx driver, twice in a 12 month period. They can not have 2 SportMaxx drivers at the same meeting and can not have a Maxx driver race with them without moving to a higher Class.

SportsMaxx teams can have a Maxx driver race twice in a 12 month period, but not 2 Maxx drivers at the same meeting without moving to Maxx Class.

3.5.1. New Drivers

Any new competitors or competitors suspected by the Race Officials to have limited experience:

- may be required to attend a brief training lecture prior to racing. This lecture will outline the safe practices of competing in endurance karting events as well as acceptable driving standards.

- Any such drivers may also be required to complete a short questionnaire to satisfy officials that they have an acceptable understanding of signals and required driving standards.

Any such drivers will also be required to complete an observed drive conducted by an approved official or committee member. Any such drivers will be required to display a red “P” on white background on the rear of their helmet or kart until officials deem them to have satisfactory experience. In the event that all drivers competing in one team are required to display a “P”, they will be permitted to display that “P” on the rear of the kart.

3.5.2. Protective Apparel

Drivers must wear the following protective apparel at all times, all protective apparel must be worn in accordance with the manufacturers directions:

Helmet - Must be of full-face design.

- See AASA Appendix 4 - Apparel for detailed specifications.
(<https://www.aasa.com.au/ncr-appendices>)
- 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.

Driving Suit - Must be one piece design with full length arms and legs and be secured around ankles and wrist to avoid riding up and exposing arms or legs.

Gloves - Must cover whole hand and securely firmly around wrist.

Shoes - Must cover entire foot and ankle.

Wet weather clothing may be worn but only over the top of clothing listed above.

Neck Brace, Kidney Belt and/or Rib protectors are not compulsory but highly recommended.

Long hair - must always be securely retained. If it cannot be retained with the helmet. Retention within the following is permitted: hairnet, hood, balaclava, driving suit.

3.5.3. Driving Standards

Unsportsmanlike or dangerous driving is strictly prohibited and may result in Disqualification from Event or Meeting.

If a driver is unable to consistently lap within a time of 110% of the leading kart in class, they may be referred to the clerk of course. Special consideration will be given to mechanical issues and track conditions.

3.6. Penalties

The Clerk of Course will call in any driver causing danger or ignoring flags or light signals. Stop-go or stop-hold penalties may be applied at the sole discretion of the Clerk of Course, depending on the seriousness of the offence.

Serious or repeat offenders may be excluded on an individual driver or team basis.

Such penalties will be attributed on the basis of a team's performance and therefore the act of one individual might only warrant a warning. If the team continues to or has been persistently offending, then a more serious penalty will be applied. The determination of an appropriate penalty is at the absolute discretion of the Chief Steward and/or the Clerk of Course.

No additional activities may be carried out when serving a penalty. This includes repairs, maintenance or driver changes.

The Pit Lane/Grid Marshal, Scales Marshal, Refuellers, Chief Timing Officer and Starter are Judges of Fact when determining if an infringement has occurred in their respective area.

The below penalties are examples of the minimum penalties and may be increased depending on the severity and number of offences. Please Note: At the discretion of the Chief Steward or Clerk Of Course all infringements may incur an increased penalty from the minimum if deemed warranted.

Where a team is issued a penalty, this will be communicated in writing with the team manager. Any such penalty that requires a kart return to the pits (eg; drive through penalties) may only be served when directed to do so by the officials via the display of the PENALTY board with the corresponding kart number.

3.6.1. Minimum Penalties

Infringement	Minimum Penalty
Helmet strap not done up (during practice)	\$200 Fine to the club
Helmet not done up (qualifying and race)	10 min stop and go
Driver not adhering to driver requirements	Stop go penalty determined by Chief Steward
Transponder not fitted or not charged	Team to be shown the mechanical black flag and forced to make an immediate pit stop to fit the transponder. The pitstop to refit the transponder is not counted as a compulsory pit stop.
Not obeying a mechanical black flag	A 1 lap penalty for every lap that the mechanical black flag is ignored
Not obeying a yellow flag / passing under safety kart	Drive through penalty
Dangerous driving on circuit	5 Lap penalty Second offence determined by Chief Steward
Both hands off steering wheel	Drive through penalty
Dangerous pit entry or circuit re-entry	Drive through penalty
Speeding in the pits	Drive through penalty Second and subsequent offences – 5 lap penalty.
Dangerous driving in pit lane (unsafe or uncontrolled)	5 Lap penalty
Exceed 1hr driving stint	Drive through penalty Second and subsequent offences – 5 lap penalty
Fail to observe minimum rest period	Drive through penalty Second and subsequent offences – 5 lap penalty
Ballast weight disconnecting from the kart	10 min stop and go
Not obeying officials direction	5 min stop and go. Second and subsequent offence as determined by Chief Steward
Technical Infringement	At the discretion of the Chief Steward and/or Clerk Of Course
Kart Underweight	During Official Practice & Qualifying – start from rear of grid. During the Race – 5 Lap penalty for each kilogram, or part thereof underweight. For example, if a kart & driver weighs 184.6kg the weight will be rounded to 184kg meaning a 5 Lap penalty will be enforced.
Breach of Safety Kart Procedures	5 Lap Penalty
Minor Not displaying required patch as per	5 Lap Penalty

Regulations	
Failure to complete the minimum number of pit stops	5 Lap penalty applied post-race per offence
Failure to complete the minimum number of refuelling stops	15 Lap penalty applied post-race per offence
Working on Kart in Pit Lane	5 Lap penalty applied post-race per offence
Lubricating chains outside the specified area	Drive through penalty
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)	5 Lap penalty applied post-race per offence
Entering the circuit unauthorised	Exclusion from practice, qualifying or event
Pitting under Virtual Safety Kart Conditions	Pit-stop excluded from mandatory pitstop count
Overtaking under Virtual Safety Kart Conditions	Drive through penalty per kart passed unless addressed before restart
Unsafe driving under VSK	5 Lap penalty applied post-race per offence
Failure to hold position on start/restart	Drive through penalty per kart passed prior to start finish line
Failure to slow to a reasonable pace or come to a halt when directed during a full course yellow / red	Determined by Stewards
Use of an alternative chassis without being granted approval by COC`	Exclusion from event
Fitment of incorrect tyres relative to the 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.	5 Lap penalty applied post-race per offence

3.7. Flag Signals

During Competition or practice, the following flag signals will be obeyed by all Drivers. A waved flag and/or a panel displaying a Kart number may also be used:

National Flag -May be used to signal the Start of a Race.

Green - All Clear. It can also be used to signal the start of a race, warm up laps, or practice sessions.

Green with Yellow Chevron -Restart. Reform on Track. To be used by the Starter and/or Clerk of Course in the event of an error of judgement by the Starter. Can only be used prior to the first lap being completed by the Race leader.

Green with Red Diagonal - This flag will be shown together with a Drivers Kart number. It indicates that the Driver has been issued with a Stop-Go Penalty. This order shall be given through the Clerk of Course with the authority of the Chief Steward. The driver must serve the penalty within 3 laps and must report to the Clerk of Course or Steward immediately after their driving stint (within 15 minutes).

Red/White Chequered Flag - Signifies that it has been a false start or no start, return to the in-grid. This flag is to be used by a Steward or the Clerk of Course, prior to the first lap being completed by the Race leader, to enable the Stewards to take immediate action for a breach of regulations prior to the start.

Yellow - A Yellow Flag is the signal of danger ahead. Reduce your speed, do not overtake, and be prepared to change direction. Overtaking is not permitted between the first yellow flag and the next operational flag point that is not displaying a yellow flag. To assist following Competitors and if it can be done with safety, a competitor should raise one arm to indicate that the Driver is slowing for the yellow flag. Failure to slow to a safe speed for a yellow flag will be considered a serious breach of these Regulations.

Red - A Red Flag means that all racing must cease. No overtaking is permitted. Drivers will indicate by raising their arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on the Racetrack if necessary. This order shall be given only through the Clerk of Course or Steward.

Yellow with Red Stripes (vertical) - Informs Drivers that the conditions of adhesion of the Racetrack surface have suddenly deteriorated in the area beyond the flag. This flag is most frequently used to signal that oil has been dropped on the Race Track, but it can also be used to inform Drivers of either a pool of water large enough to cause aquaplaning, or that due to a local shower Drivers are about to pass from a dry to a slippery surface; that being the case, the flag will be displayed accompanied by a hand pointed to the sky. This flag shall be displayed for four laps or until the surface returns to normal. It is not necessary for the next operational flag point to show a green flag.

Black and White with Diagonal join - If this flag, together with Drivers Kart number is displayed to the Driver concerned, it indicates that the Competitor is being observed for unsportsmanlike behaviour. The Competitor may continue driving but must report to the Clerk of Course immediately after their driving stint (within 15 minutes).

Black Flag - Should it become necessary for any reason to stop a Driver, this order shall be given through the Clerk of Course with the authority of the Chief Steward. The black flag shall be displayed to the Driver concerned, together with their Kart number. Such signal indicates that once a Driver receives the black flag they are to return to the in-grid safely, prior to or immediately following completion of the next lap. The Driver may not re-enter the Race. The flag shall not be displayed on the last lap of a Race. The Competitor must report to the Clerk of Course immediately after leaving the track (within 15 minutes).

Black and Orange Dot - This flag displayed together with a Drivers Kart number, is shown to inform the Driver concerned that the Kart/Driver may have a mechanical/safety problem or does not comply with the Regulations. The Driver must return to the mechanical breakdown lane/in-grid safely, prior to or immediately following completion of the next lap. This order shall be given only through the Clerk of Course and/or Steward. The flag shall not be displayed on the last lap of a Race. At events where the Supplementary Regulations permit the use of an approved mechanical breakdown lane, the Driver may continue after repairs have been affected to the satisfaction of the Chief Scrutineer, and only under instruction of the grid marshal.

White Flag or Last Lap Board - Either a white flag, or last lap board, may be displayed to the leading Kart, and each Kart subsequently, when the leading Kart commences the last lap of the Race.

Black and White Chequered - The display of the black and white chequered flag will determine the end of the Race. The Race finishing order will be as Karts cross the Finishing Line on the lap when the flag is displayed. As soon as the flag has been shown to a Driver and the Driver has cleared the Finish Line, the Driver must stop racing, slow down, not pass any other Karts and proceed directly to the In-Grid and Parc Fermé. From the moment the Driver receives the flag, until the Driver is released from Parc Fermé, the Driver is under Parc Fermé conditions, and must make no alteration or adjustments to their Kart, equipment, or other material.