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## SEK 2023 Round 8 Lithgow Proudly Sponsored by SPECIFIC Supplementary Regulations

### Authority

The meeting will be held under the National Competition Rules (NCRs) of the Australian Auto Sports Alliance (AASA). All competition rules of the AASA, SEKNSW supplementary rules must be adhered to.

**Permit Number:** AASA111123-100607

**Organisers** The Goulburn Kart Racing Club (Sportsman Enduro Karting NSW)

**Website:** [www.seknsw.com](http://www.seknsw.com)

**Email:** [sportsmanendurokarting@gmail.com](mailto:sportsmanendurokarting@gmail.com)

**President:** Julie Pauling 0416 159 995

**Vice President:** Steve Barnett 0410 522 562

### Date and Place of Meeting

**Date:** 11<sup>th</sup> November 2023

**Venue:** LITHGOW

**Direction:** Clockwise

**Track Density** 45

### Officials of the Meeting

**Chief Steward** Dave East

**Assistant Chief Steward** Judy Ellacott

**Clerk of Course:** Jeff Smith / Natalie Phillips \*Training

**Assistant Clerk of Course:** Arthur Mazlin

**Safety Officer** Arthur Mazlin

**Race Secretary** Belinda Hassanati

### Race Meeting Assistants

**Scrutineers:** Bill McDonald / Martin Laing

**Pit Lane/Scales Marshals:** Bill McDonald

**Refueller 1:** Michael Sammut

**Refueller 2:** Rob Boyle

**Chief Timing Officer:** Corey Cameron

**Grid Marshal/Starter:** Arthur Mazlin

**First Aid:** Emergency Medics Australia Pty Ltd

### 1. Judges of Fact

Officials of the Meeting including Race Meeting Assistants-Pit Lane/Scales Marshal/Grid Marshal/Starter/Chief Timing officer.

## 2. Classes to Compete

Twin engine endurance karts for seniors only using SEKNSW sealed Honda GX200 engines, Carburettors and Clutches as per SEK rulebook.

There are 2 controlled aftermarket exhausts that can be used.

New exhausts are supplied by SEK.

- The muffler, header pipe and flange assembly cannot be altered in any way other than the outer surface finish (eg paint coating).
- Ceramic coating or any similar process is not permitted.
- No porting or grinding is allowed.
- Additional clamping or bolted bracing may be added externally as long as it does not modify the exhaust airflow of the muffler in any way.
- Heat shield must be fitted but can be changed to a different material or design providing that it is not dimensionally smaller than the original. The club reserves the right to reject the altered heat shield on the grounds of safety.
- A multi strand wire must be fitted through the gusset in front of the muffler and tethered to the engine.



### 3. Entry

- a. The fee for entry in this event will be \$550 per kart including Friday practice.
- b. Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.
- c. Drivers and pit crew must be a minimum of 15 (fifteen) years old.
- d. Drivers under the age of 18 must wear patch (provided by club) - 1 inch below their left knee indicating they are a minor and require a guardian with them for an official / participant to engage with them.
- e. Drivers with Senior Licenses issued by KNSW, KANSW and AASA are able to participate in SEK event.

### 4. Transponders

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

Transponders are available for hire for \$40 each (please indicate this on your entry) - please note the club has limited transponders (4) so will be allocated on a first come/first serve basis. You will be contacted prior to the race if you are not allocated a club transponder.

### 5. Minimum Entries

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 at the discretion of the organiser.

### 6. Drivers Briefing

It is compulsory for ALL DRIVERS to attend the Drivers Briefing.

### 7. Race Format

- a. The event will consist of:
  - i. 1 (one) 10 minute qualifying session for Sportsman
  - ii. 1 (one) 10 minute qualifying session for SportsMaxx & Maxx
  - iii. 1 (one) 6 hour race

### 8. Points - Points for this round per class are awarded as follows:

- b. 100% championship points for race
- b. 1 point for fastest lap in the race per class
- c. 1 point for qualifying pole position in each class

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1	100	7	79	13	64	19	52	25	45
2	95	8	76	14	62	20	50	26	44
3	91	9	73	15	60	21	49	27	43
4	88	10	70	16	58	22	48	28	42
5	85	11	68	17	56	23	47	29	41
6	82	12	66	18	54	24	46	30 +	40

## 9. Schedule

Day 1		Friday
9:00am	4:00pm	Practice
Day 2		Saturday
7:00am	7:30am	Track Walk and Set Up
7:00am	7:30am	Driver Sign on & Scrutineering
7:15am		Fuel Bay Open - Karts Present on Empty Tanks
7:30am	7:45am	New Teams Drivers Briefing
7:45am	8:00am	Drivers Briefing
8:00am	10:00am	Official Practice
10:10am	10:20am	Qualifying Sportsman (refuelling allowed)
10:30am	10:40am	Qualifying SportsMaxx & Maxx (refuelling allowed)
10:45am		Karts to Grid
11:00am		Race Starts
	5:00pm	Race Finishes
Karts to remain in parc fermé until released by Clerk of Course		
A member from each team is required to assist in track pack up & loading the truck		

## 10. Mechanical Breakdown Lane

A mechanical breakdown lane will not be in use. For mechanical repairs karts are to be removed well away from pitlane for this to be undertaken.

## 11. Abandonment, Postponement and Refusal of Entry

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

The organisers reserve the right to refuse entry to:

- Any team or driver where any outstanding funds are owed to the club and/or
- Such entry may be deemed not in the best interest of the club; and/or
- Attendance at a race meeting by said team or driver may provide a negative impact to the event or any other team or driver.

## 12. Prizes

Trophies will be awarded for combined points for both days for 1st, 2nd, 3<sup>rd</sup> in each class. The racing classes will be Maxx, Sportsmaxx & Sportsman.

## 13. Insurance

Insurance has been affected for this meeting as per Section 1 & Section 2 of these Supplementary Regulations as per the AASA Permit.

#### **14. Fuel**

Regular or Premium Unleaded Fuel that does not contain Ethanol is the control fuel for this meeting. To be purchased from any service station no more than seven days prior to the event. Your fuel and receipt must be brought along with your kart to scrutineering so you can be marked off. Your scrutineering form will not be signed if fuel and receipt are not produced. Your fuel will then be handed over to the refuellers for use by all competitors.

The amount of fuel you will need to purchase for this event is **43ltrs**

Karts should be presented to the fuel bay with empty tanks prior to practice. Fuel may be tested at any time during the event.

#### **15. Minimum Number of Drivers**

The minimum number of drivers for the event is **(2)** Two. 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. Drivers may be required to wear a coloured patch to assist with driver identification whilst on track. Drivers and pit crew must be a minimum of 15 (fifteen) years old. Drivers with Senior Licenses issued by KNSW, KANSW and AASA are able to participate in SEK events.

#### **16. Pitstops & Compulsory driver changes:**

**The minimum number of compulsory pit stops for race (NOT including the stop at the end of the race or call in weighing) are as follows:**

- **Ten (10) with at least four (4) being fuel stops.**

Pit Stops are allowed and counted in the first 30 minutes, but not the last 30 minutes of each race. Teams will be given notice, in advance, of the compulsory pit window closing.

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.

#### **17. Weighing of Karts**

Karts will be subject to a mandatory weight stop during the course of the race at the discretion of the officials. The weighing of karts will be called at random times. Weighing may be conducted as many times as deemed necessary by the officials. All karts will be weighed an equal number of times during the race. If a kart is found to be underweight, ballast must be added before re-entering the track - Minimum weight is 185 kgs (driver & kart combined). Karts can be called in to be weighed. During this stop no fuel, or driver changes can take place. If a kart is called in to be weighed the stop will not be counted as one of the compulsory pit stops.

#### **18. Pit Area**

Driver Change Area

- a. No mechanical repairs or tools are permitted in the pit area. The only work permitted on a kart in this area is tyre pressure adjustment using a hand pump or

air bottle and tyre pressure gauge. Only tools required for lead/ballast changes are permitted in this area and all items must be removed to a safe location immediately after use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

- b. 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.
- c. Speed limit in the pit area is restricted to 10km per hour (this is a fast-walking pace)
- d. Trolleys must be left safely outside the driver change area

During practice, qualifying or the race, the pit area and breakdown lane (driver change area) may be closed to all competitors for reasons of safety, force majeure or to ensure fairness to all competitors.

## **19. Virtual Safety Kart**

The virtual safety kart will be used at the discretion of the Clerk Of Course. When under VSK conditions the Blue light at pit entry will be illuminated signalling the pits are closed. The lighting system will then flash RED/YELLOW and no overtaking is permitted. The lead kart will then be signalled to slow down with the field to then form and maintain a SINGLE file queue behind the leader as soon as safely possible.

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 actually 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.

- a. Will not count towards the number of compulsory pit-stops required for the race.
- b. 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
- c. Driver changes are permitted.
- d. 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 pit exit.

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

## **20. Red Flag Conditions**

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.

## **21. Race Restart Procedure**

A Race restart will exclude any Competitors who are not eligible to Compete in the restart after a Race stoppage.

A Driver will be allocated a starting position for a Race restart based on the positions of the last recorded lap of the lead Kart, as determined by the Chief Timekeeper, excluding the Competitors not eligible:

- If the Chief Timekeeper does not have a complete record of all starters,
- The Stewards may restart the Race in the original order.
- If the Race is stopped on the first lap, the Race will be restarted in the original grid order.

If a restart is to be conducted with laps remaining, it will be single file at roll-up pace. If all Karts are not in formation, an additional roll-up lap will be given prior to the restart of the Race.

If the stoppage is longer than twenty (20) minutes, this is considered a rest break and the stint length resets for all drivers.

## **22. Chain lubrication**

Chain lubrication outside of a fuel stop must be done in a designated area to be advised during the drivers briefing. Karts are to come to a complete stop with engines switched off (driver can remain in the kart). If you intend to change drivers at this time it can be done in this area, but engines must be off.

## **23. Tyres**

- a. One (1) set of prescribed slick tyres may be used for the entire event.
- b. Two (2) sets of prescribed wet weather tyres may be used for the entire event.
- c. Prescribed tyres are as follows:
  - Slick tyres - Dunlop SL1A slick tyres
  - Wet weather tyres – Unilli UN519/UN520
- d. Damaged or worn-out tyres (by the way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitor's cost. Drivers receiving replacement tyre(s) will be required to start at the rear of the grid. The only exception to this is a tyre with a manufacturing defect (as approved by the Chief Scrutineer). For the avoidance of doubt, this does not include tyres that have worn prematurely as a result of normal race conditions.

- Wet weather tyres may only be used once the meeting is declared open or wet by the Clerk of the Course and or Chief Steward.

## 24. Driver Requirements:

### a. Drivers must wear the following protective apparel whilst operating a Kart:

- **Helmet**

Helmet must be full face design with visor. See AASA Appendix 4 - Apparel for detailed specifications. Clear visors must always be used in low visibility and night racing as determined by the Clerk of Course.

- **Driving Suit**

Suit must be a one-piece design with full length arms and legs. Driving suit is to be secured around ankles and wrist to avoid riding up and exposing arms or legs. Wet weather clothing may be worn but only over the top of clothing listed above.

- **Gloves**

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

- **Footwear**

Shoes & socks are to cover ankles.

No exposed skin above the socks when seated in the kart

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

### b. The use of the following items are highly recommended:

Neck Brace, Kidney Belt, Rib/Chest protectors/Ear plugs

### c. Long hair must always be securely retained. If it cannot be retained with the helmet. Retention within the following is permitted:

- Hair Net, hood, Balaclava, Driving suit

### d. 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.



## Penalty Schedule

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 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 flag / passing under safety kart	Drive through penalty
Dangerous driving on circuit	5 Lap penalty
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
Dangerous driving in pit lane	5 Lap penalty
Exceed 1hr driving stint	Drive through penalty
Excessive speed in the pits	5 Lap penalty
Ballast weight disconnecting from the kart	10 min stop and go
Not obeying an official	5 min stop and go
Technical Infringement	At the discretion of the Chief Steward and/or Clerk Of Course
Any Kart Underweight	During Official Practice & Qualifying – start from rear of grid During the Race – 5 Lap penalty for each “kilo” 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 regulations	5 Lap Penalty

### 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.

Other penalties may be incurred in accordance with the SEK rulebook.

### 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 straight arm above your head:

