



Sportsman Enduro Karting

Rules & Regulations

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INTRODUCTION

Sportsman Endurance Karting Regulations & Rules

For the purpose of this rule book:

- The term "SEKNSW" refers to Sportsman Enduro Karting NSW, formerly the Goulburn Kart Racing Club.
- The term "SEKQLD" refers to the Sportsman Enduro Karting Club QLD.
- The Goulburn Kart Club recognises SEKQLD as an appointed agent and supplier.
- The term "our", "we" or "SEK" refers to SEKNSW and SEKQLD acting as organising committees.
- Rules are to be used in conjunction with the AASA National Competition Rules <https://aasa.com.au/wp-content/uploads/2024-AASA-NCRs.pdf>

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

GENERAL REGULATIONS

1.1 RACE FORMAT & 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 from 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.

1.4 ACCEPTANCE OF ENTRY

SEK reserve 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.

1.8 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.

1.9 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.

1.10 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.

1.11 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.

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.

1.12 DRIVER'S BRIEFING

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.

1.13 SEK CLASSES

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

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.

2. Technical Regulations

2.1 ENGINES

The only approved engines for use are the 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 inspected and sealed by SEKNSW are eligible to race.

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 a SEK approved technician.

Modifications are strictly limited to those necessary for the application of the Sportsman Enduro series. The nature of such modifications are detailed in the following.

Should any maintenance or repairs be necessary, engines must be presented to the SEK 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 SEK for resealing. A fee may be charged if technician deems that 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. SEK officials reserve the right to impound any race motor or components at the conclusion of an event, for re-checking, re-measuring, Dyno testing or sealing.

It should be stressed that Sportsman Enduro Karting events as promoted by the SEK are for standard production engines and teams should consider this maxim at all times.

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

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

Please remember that other than the modifications specifically mentioned in these regulations the engines should be completely standard genuine Honda units and that all components should remain in place unless it specifically states that you are allowed to remove them.

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.

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

Our engine sealer is employed to provide engines capable of providing cost effective racing whilst maintaining a level of parity throughout the whole field.
We do not offer any warranty for services to any engine as they are used outside of the manufacturer's guidelines.

The only permitted modifications to the engines are:

- 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.
- Fitting of permitted aftermarket exhaust.
- 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.
- No polishing or modifications of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted.
- Carbon removal must be achieved by chemical agents only. It would not be expected to see casting marks or imperfections removed.
- The head fitted to the engine should be of the same style of head fitted from the factory for the engine type.
- The fitting of lower cc heads to increase compression is not allowed.
- All engines presented for compliance checks or resealing will undergo a check for combustion chamber volume. Any engine presented with a total volume excluding carbon build up, of less than 29cc may be deemed ineligible.
- 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 carbon removal or fitting of new parts.
- At all times these rulings will be at the discretion of club officials with advice from the approved technician.
- No penalty will be applied but rectification will be required.
- The sanding of head or block surface to remove gaskets is not permitted. The factory original machine marks should be visible at all times.
- 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.

2.2 CARBURETTORS

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
- Other than the allowable listed jets the carburettor is to be standard, including standard emulsion tube, and must match the engine type (i.e. UT1 engines must have a UT1 carburettor utilising a UT1 emulsion tube and UT2 can only use UT2 carburettor and UT2 emulsion tube).


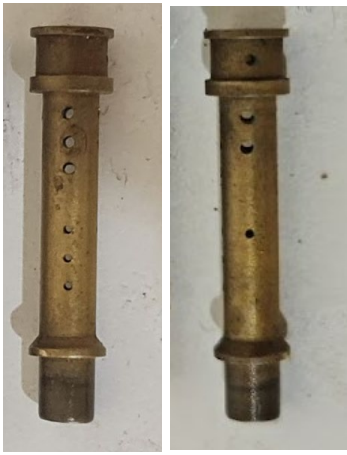
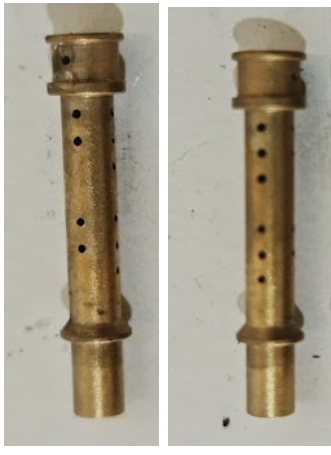
- Only genuine Honda GX200 carburetors which are supplied 'standard' for their motor designation (UT1 must have UT1 Carburettor /UT2 must have UT2 Carburettor) are permissible and any modifications or variations of type will deem their entry illegal.
- Carburetors must have the OEM mixture screw at all times.
- Carburettor linkage may be modified to accept an alternate linkage set up, but the shaft must remain unaltered.
- SEK reserves the right to request a team surrender one or more of their carburetors 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.
- Substitution or complete removal of the renewable paper/foam air filter is permitted, however the genuine Honda outer air filter casing, including the 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.
- 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.

Engine Series	Engine Number Prefix	Carburettor Codes	Pilot Jet
QX2 - UT2	GCBTT	59L	40
QX2 - UH2	GCBDH	AQ3	38
QXU - UT1	GCAHT or GCACT	64Y	45

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.

Emulsion Tube Examples					
					
UT1 Engine	UT2 Engine	UH2 Engine			

If you have any doubts you should ask for clarification.

Furthermore, 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.

Engine Series	Carburettor Part Number
UT1	16100- Z4V-921
UT2	16100-Z0V-921
UH2	16100-ZCW-WA1

2.3 EXHAUSTS

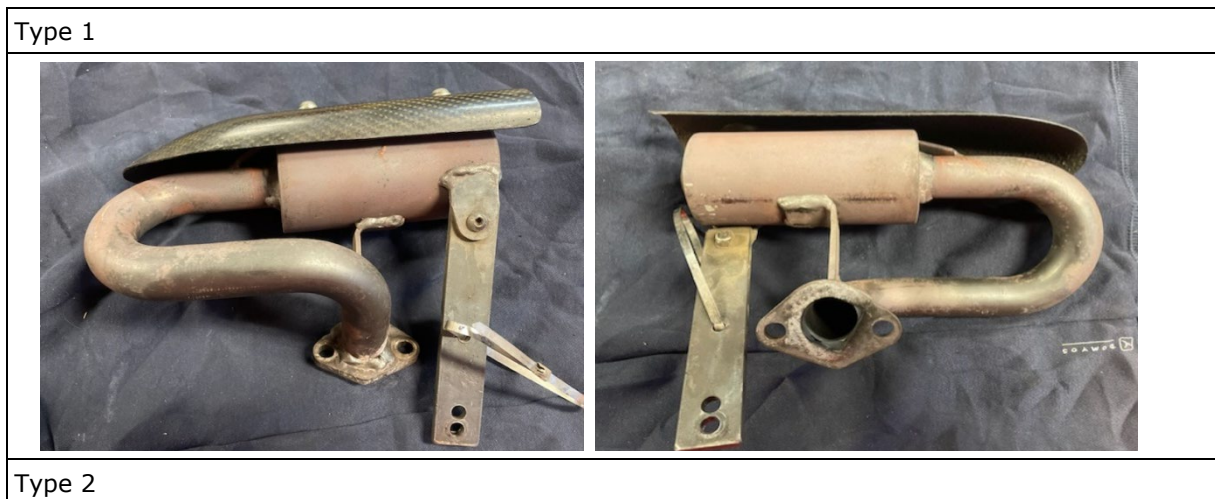
SEK only allows 2 Exhausts options.

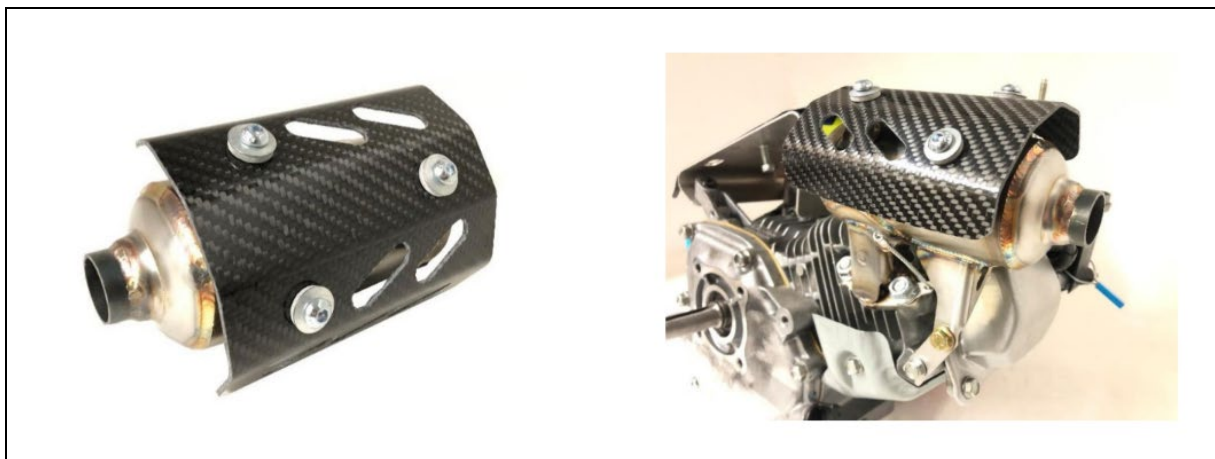
Both Type 1 and Type 2 exhausts are SEKNSW issued exhausts.

Exhaust Type 1: Control Aftermarket sold prior to November 2023

Exhaust Type 2: Control Aftermarket sold from November 2023

From 1st January 2026 Exhaust Type 2 will be the only exhaust. Type 1 will be phased out by this date.





- In all cases the muffer, header pipe and flange assembly cannot be altered in any way other than the outer surface finish (e.g. paint coating). Ceramic coating or any similar process will render the muffer illegal.
- To clarify whilst the exterior surfaces of the muffer assembly may be painted or coated, any coating, paint or covering of any sort that has been applied on or to the functional area of the muffer (inside the muffer pipe or canister) will render the exhaust illegal.
- No porting or grinding is allowed. Any evidence of tampering will deem the exhaust system to be illegal.
- Additional clamped or bolted bracing may be added externally as long as it does not modify the exhaust airflow of the muffer in any way.
- A 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 as supplied by SEK. SEK reserve the right to reject the altered heat shield on the grounds of safety. The heat shield may not cover the rear of the exhaust nor impact, cover (either fully or partially) or restrict the rear exit pipe of the muffer in any way.
- A multi strand wire must be fitted in such a manner as to secure the muffer via a tether to the engine such that the muffer remains with the engine in the event that the standard mountings fail. A safety wire must also be fitted to the heat shield if a metal heat shield is used to prevent it from being detached from the muffer.
- Heat shields constructed of lightweight material such as Carbon fibre must be constructed in a robust manner to withstand both the heat generated by the exhaust and loads of a person leaning or falling on the heat shroud. Conformance with this requirement will be deemed subject to the heat shield retaining the integrity of the initial design and fixing location on the exhaust under load and in use. Lightweight heat shields do not require a tether.
- It is recommended that taller header nuts be installed, drilled and safety wired to prevent them coming loose.
- Any exhaust failure must be reported to SEK and guidance sought on repair procedure guidelines, failure to comply will deem the exhaust system illegal.
- All Type 1 exhausts must have an approved SEK tag. All teams have until 30 April 2024 to ensure all exhausts are tagged by an SEK approved agent for use. Tag numbers are kept centrally by SEK.

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 calliper, with a maximum four pistons, (maximum two each side of the disc) is to be fitted to the rear axle.
- Front brakes are not permitted.

2.5 WEIGHT REQUIREMENTS

- The minimum weight of the kart and driver must not be less than 185kgs at all times.
- For Sports Maxx – 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.
- Weights may only be bolted to the chassis or seat. Weights must be affixed securely by either pins or bolt. The securing method adopted must be sufficient to prevent loss of weights. I.e.: the weight retention method should be at least as strong as the bolts or pins required to affix the weights the device is capable of carrying.
- Any seat inserts; weighted or not must be secured by 2 metal fixings, or 3 fixings for inserts in excess of 10kg.
- Weight boxes / canisters are permitted and must be fixed securely to the chassis abiding by the securing requirements defined above for weight. Any weight boxes / canisters will be at the discretion of the scrutineer.
- Any removable weights or inserts must be secured whilst the kart is stationary and prior to entering the circuit, this also includes the disconnection of any removable (or fixed) weights on return to the pits.
- The weight of a kart may be checked during Official practice, racing and qualifying.
- 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.

2.6 FUEL

- Karts will run on unleaded fuel supplied by teams and pooled for the use of all competitors. This fuel is to be purchased by the entered competitors.
- No additives are permitted.
- One (1) tank may be fitted only. The maximum volume for the fuel tank shall be 10 Litres.
- 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 commercially available Spark Plugs may be used. Beyond this, spark plugs are at the discretion of the competitor.
- No spark enhancers or boosters are 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.
- The clutch must have a drive sprocket of 20 teeth.
- Only standard Noram clutch springs are permitted for use.
- Only standard Noram GE heavy clutch shoes with no modifications are permitted.
- Only standard genuine Noram clutch hubs are permitted.
- Noram Magnum Clutch Drum may be used.

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

2.10 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 LIGHTING (FRONT AND REAR)

- Rear red lights for use in reduced visibility, night, and wet weather racing, although not compulsory, maybe 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 are to be mounted in a position where they are clearly visible and must not protrude past the rear crash bar.
- All lights must be approved by the scrutineer prior to the commencement of practice or racing. 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 attached and mounted to the kart and be clearly visible to both following karts and event officials whilst the kart is on track.
- 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 as long as it is NOT RED. Further, it 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.

2.12 REAR CRASH BAR

- The rear crash bar can be made of plastic compliant with the CIK-FIA standard specifications.
- A Rear crash bar can also be made of Steel but 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.
- The crash bar must cover at least 50% of the rear tyres on both sides when the kart is fitted with Tyres as outlined in these rules.

2.13 WHEELS & 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

2.14 COMPETITION NUMBERS & PLATES

- Each Kart must display a Competition number whilst on a Racetrack, which must be clearly legible at all times during a Meeting.
- Kart numbers must be a Maximum of three (3) digits.
- Multi-digit numbers must have a minimum of 15mm spacing between the digits.
- A number must be displayed at the front and rear of a Kart, a minimum of 150mm high & 15mm thick.
- Numbers must also be displayed on each side of a Kart being a minimum of 100mm high and a minimum of 15mm thick.
- Numbers may only be plain or italic font type.
- Number is to be on a plate/background of the appropriate continuous colour, in a generally rectangular shape, being a minimum of 15mm larger all around than the number thereon.
- No sign, advertisement or other writing is permitted to encroach within the number plate/background.
- Kart numbers and plate colours will be as per below:

SEK NSW

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

- at a minimum the rear plate must comply with above requirements.

SEK QLD

- All classes, numbers and plates maybe superseded by alternatives in event Supplementary Regulations.

STATE & NATIONAL TITLES:

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

- 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 driver 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.

2.15 INFRINGEMENTS 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 intension 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.

3. 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 with the goal being to cover the greatest on track distance possible within the time constraint. 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 of these rules.

The majority of events can be undertaken with a minimum of two drivers to a team. However, longer events may require additional drivers.

The event Supplementary Regulations for each event will specify the required minimum numbers of drivers.

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 SAFETY

To meet scrutineering/race standards endurance karts must be compliant with the technical requirements defined in this rule book and fitted with the following:

- Brake strap – A multi-strand wire that when connected will allow the safe operation of the brake system in the event of the main brake connecting rod failing.
- Front and rear number plates
- Chain guards
- Original Honda Air box & base plate (unmodified), air filters are free, standard Honda air filters should have the paper filter removed from the cage and the foam sock retained over the cage.
- Brake pads and retaining pins.
- Original engine stop switches must be fully functional in the manufacturers installed location under all circumstances, additional remote switches may also be installed.
- Throttle return springs
- Brake pedal return spring
- Throttle pedal return spring
- Side pods, Nassau panel and Nose cone
- Rear lights may be required for some races, please check the Supplementary Regulations for each race – For use in wet and night racing. The light must not flash and must be clearly visible. For approved light location (refer section 1.11)
- Muffler cowlings – must be fitted to reduce the risk of burns to competitors, crew and support personnel.
- Muffler cowling retention – either via a large hose clamp applied around the muffler and its cowling to prevent it becoming dislodged or by the application of nuts welded directly to the outside surface of the
- muffler through which the outer cowling may be fixed. It should be noted that welding of the muffler in this fashion and to prevent failure is permitted provided the welding does not change the inside of the muffler assembly or impede or in any way restrict or change the rear exit pipe of the muffler.
- Complete muffler retention – A multi strand wire that when connected prevents the muffler from becoming separated from the kart and a danger to other drivers.
- Muffler nut replacement – 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.

- Front crash bar retaining clip – Once fitted, it will prevent the top and bottom front crash bars from being separated after the loss of a front nose cone.
- Oil sump and filler plugs must be lock wired.
- 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 systems are permitted. Systems are to be mounted on Nassau Panel. With no less than 2 tethers. 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.

Please note: Fuel caps will be checked during scrutineering and if found loose or defective, must be replaced before the team is 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.
- 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.
- Additionally, open 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.

3.3.2 Qualifying

- Qualifying formats may vary. Qualifying formats will be specified in the Supplementary Regulations for each individual event.
- 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. Competitors are not permitted to use their own fuel at any stage after this, and if found to will be disqualified from the event.
- You must commence the qualifying session on the tyres you intend to race on unless stated otherwise in the supplementary regulations for the event. If for any reason you need to fit any 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 to change tyres between qualifying and the race, teams are not permitted to change between wet and dry tyres after qualifying.
- 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).

3.3.3 Racing

- All races will be standing start with grid positions determined by qualifying, unless otherwise advised in the supplementary regulations,
- Penalties will be imposed on any team whose driver is judged to have jumped the start.
- 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.
- 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 drivers briefing.
- 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 stationary 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 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.

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.

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

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). This may be measured using a delta time (transit time through the pitlane) as advised during Driver's Briefing. In the event a delta is used, this must be adhered to, and a constant speed exhibited. Drivers are not permitted to speed up and slow down excessively during pitlane transit.

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 'pack' is the going past the pit exit as a competitor wishes to leave the pits, the competitor must wait at pit exit until the pack 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 will not be permitted to effect a driver change, refuel or make repairs and the passage through the pits will not be counted as one of the mandatory stops.

Karts entering the pits after the safety kart lights are activated will be held in the pit lane until racing resumes. No work or refuelling is permitted on such 'held' karts until racing is resumed. Such pits-stops made during safety kart periods will not be counted as one of the mandatory stops.

Should a kart have to pit for mechanical reason no repairs may be undertaken until resumption of green flag racing conditions and the entire field has passed the start finish line.

Karts must be driven at no more than 13km/h within the pit lane area designated by witch's- hats/safety-cones at the start and end of the pit lane area.

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.

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.

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.

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)

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.

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.

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.

Great care and caution should be exercised when 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.

Maximum driver stint time **must not** exceed 1 (one) hour, each driver must have a minimum 20-minute break between each stint. 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 table below has been designed to enable teams of all fitness levels to compete on a level and safe playing field. 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

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

3.3.5 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 or 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 does not nullify the pit lane speed limit that applies at all times.

3.36 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.

3.3.7 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, or as they deem appropriate.

If the Race is stopped on the first lap, the Race will be restarted in the original grid order. Where 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.

3.3.8 Timing

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.

3.3.9 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 work may be carried out on a kart held for a stop-go or stop-hold penalty nor may a driver change occur.

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.

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 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 an official	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 Regulations	5 Lap Penalty
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

3.3.10 Series Point Scores

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.

Finishing Position	Race Duration												
	(hr)												
	1	2	3	4	5	6	7	8	9	10	11	12+	18+
1	20	40	60	90	120	150	170	190	210	230	250	270	350
2	19.5	39	58.5	86	115	143	163	183	203	223	243	263	340
3	19	38	57	83	111	137	157	177	197	217	237	257	332
4	18.5	37	55.5	80	108	132	152	172	192	212	232	252	326
5	18	36	54	78	105	128	148	168	188	208	228	248	321
6	17.5	35	52.5	76	102.5	125	145	165	185	205	225	245	317
7	17	34	51	74	100	122	142	162	182	202	222	242	313
8	16.5	33	49.5	72	97.5	119	139	159	179	199	219	239	309
9	16	32	48	70	95	116	136	156	176	196	216	236	305
10	15.5	31	46.5	68	92.5	113	133	153	173	193	213	233	301
11	15	30	45	66	90	110	130	150	170	190	210	230	297
12	14.5	29	43.5	64	87.5	107	127	147	167	187	207	227	293
13	14	28	42	62	85	104	124	144	164	184	204	224	289

14	13.5	27	40.5	60	82.5	101	121	141	161	181	201	221	285
15	13	26	39	58	80	98	118	138	158	178	198	218	281
16	12.5	25	37.5	56	77.5	95	115	135	155	175	195	215	277
17	12	24	36	54	75	92	112	132	152	172	192	212	273
18	11.5	23	34.5	52	72.5	89	109	129	149	169	189	209	269
19	11	22	33	50	70	86	106	126	146	166	186	206	265
20	10.5	21	31.5	48	67.5	83	103	123	143	163	183	203	261
21	10	20	30	46	65	80	100	120	140	160	180	200	257
22	9.5	19	28.5	44	62.5	77	97	117	137	157	177	197	253
23	9	18	27	42	60	74	94	114	134	154	174	194	249
24	8.5	17	25.5	40	57.5	71	91	111	131	151	171	191	245
25	8	16	24	38	55	68	88	108	128	148	168	188	241
26	7.5	15	22.5	36	52.5	65	85	105	125	145	165	185	237
27	7	14	21	34	50	62	82	102	122	142	162	182	233
28	6.5	13	19.5	32	47.5	59	79	99	119	139	159	179	229
29	6	12	18	30	45	56	76	96	116	136	156	176	225
30	5.5	11	16.5	28	42.5	53	73	93	113	133	153	173	221
31	5	10	15	26	40	50	70	90	110	130	150	170	217
32	4.5	9	13.5	24	37.5	47	67	87	107	127	147	167	213
33	4	8	12	22	35	44	64	84	104	124	144	164	209
34	3.5	7	10.5	20	32.5	41	61	81	101	121	141	161	205
35	3	6	9	18	30	38	58	78	98	118	138	158	201
36	2.5	5	7.5	16	27.5	35	55	75	95	115	135	155	197
37	2	4	6	14	25	32	52	72	92	112	132	152	193
38	1.5	3	4.5	12	22.5	29	49	69	89	109	129	149	189
39	1	2	3	10	20	26	46	66	86	106	126	146	185
40+	0.5	1	1.5	8	17.5	23	43	63	83	103	123	143	181

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 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.

3.41 Pit Safety

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.

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.

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. The additional team member may not, under any circumstances, be wearing a helmet.

The standard refuelling method will be as follows:

- The driver will bring the kart to the designated refuelling area marked by safety-cones.
- Once the driver has brought the kart to a safe stop and extinguished engines (engines must be fully stopped), the driver or fuel marshal as stipulated in the supplementary regulations will activate the timing lights.
- The driver will be responsible for switching off the engines before getting out of the kart and moving 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.
- The driver may also be required to hold and be prepared to use one of the refuelling point fire extinguishers.
- The additional team member may assist with the removal of the fuel cap and replacement after refuelling is completed.
- 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.
- Once the authorised refueller completes refuelling and only when directed by the same, the driver may re-enter the kart.
- The crew member is permitted to oil chains, but the kart must remain stationary and only if that location has been designated as one of the permitted chain lube locations for that circuit. Oiling of chains must cease upon timing light turning green so as to not delay use of fuel bay by other competitors.
- The additional team member is only allowed to start both engines once the fuel cap has been correctly fitted and the driver is seated in the kart. No other mechanical work is permitted in the fuel bay. Penalties will apply.
- 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.
- Drivers or crew are responsible for checking the tightness and security of the fuel cap and drivers must wait in the fuel bay until the timing lights have been extinguished.
- 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 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.
- **REFUELING IS NOT AN OPPORTUNITY FOR COMMUNICATION BETWEEN DRIVERS AND TEAMS.**

- DRIVERS MUST BE VIGILANT AND READY TO ASSIST WITH THE USE OF FIRE EXTINGUISHERS

Repairs/driver changes etc. may only be carried out in the designated areas, the Pit/Paddock or Parc ferme and 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

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.

3.42 General Regulations

- 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.
- Teams must have completed all mandatory fuel stops prior to closure of the refuelling window as advised in the supplementary regulations.
- All mandatory pit stops for the event must be complete prior to the closure of the pits as stipulated in the supplementary regulations.
- 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. 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 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.
- During the course of an event, teams may only use one 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.
- The table in section 3.3.4 below has been designed to enable teams of all fitness levels to compete on a level and safe playing field. Whilst the maximum driver stint time is one (1) hour per stint, the race is structured to include more minimum stops to encourage and enable teams to lessen stint times if required and in the interest of safety.

3.43 Compulsory Pit Stops & Fuel Stops

The recommended Minimum number of pit stops for an event shall be as defined in the table in section 3.3.4 unless varied by the event supplementary regulations.

The Supplementary Regulations for a Meeting will outline:

- The required number of Pit Stops each Kart/team must complete by the time the Race leader receives the Chequered flag.

- Any times during a Race where pit stops do not count towards the compulsory pit stop total.
- It is at the discretion of the Organisers whether there is a display of Pit Stop information on timing screens or applications.

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.

3.44 Driver Stint Time

Driver stint time is determined from when a kart enters the pits and crosses the pit speed control line, and time shall be included with the following driver from this point.

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

Should a driver change be undertaken at the same time as a mechanical stop, the onus is on the competitor to advise the pit lane marshal immediately on returning to the circuit.

Where an extended mechanical pit stop is undertaken, such that a driver is in the pits for a minimum of 20mins, this may be taken as driver rest time. Should the same driver return to driving following a rest in this manner, they must advise so to the pit marshal BEFORE returning to the track so that accurate time keeping can be maintained. Failure to do so will result in a penalty equal to exceeding driver stint time.

Should a driver exceed their maximum stint time due to pit closure because of a safety kart situation, so long as the driver pits after one full lap and within a maximum of three laps after receiving the green light to resume racing, the team will not be penalised for exceeding driver stint time.

Under no circumstances will a driver who has been excluded from an event be allowed to drive with another team.

Teams allowing excluded drivers to compete will themselves be excluded from the event.

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 that event, practice, qualifying or race.

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

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.

3.45 Driver Requirements:

Drivers must wear the following protective apparel at all times:

Helmet - Must be of full-face design.

- See AASA Appendix 4 - Apparel for detailed specifications. [2024-AASA-Appendix-4-Apparel-Requirements-Policy-V2.1.pdf](#)
- Clear or specific low visibility visors must be used at all times of low visibility and night racing as determined by the Clerk of Course.

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.

Other considerations/requirements:

- Drivers and pit crew in senior races must be at least 15 years of age. Consideration may be given for 14-year-olds, subject to previous racing 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.
- 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.

Driving Standards:

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

3.46 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 report to the Clerk of Course or Steward immediately after their driving stint (within 15 minutes).
- **Red/White Chequered Flag** - Signifies that is 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 must report to the Clerk of Course immediately after leaving the track (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.

How to Signal for HELP

<p>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:</p>	<p>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:</p>	<p>If you 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:</p>
