



SPORTSMAN ENDURO RACE REGULATIONS

For the purpose of this rule book,

The term "SEKNSW" refers to the Goulburn Kart Racing Club trading as Sportsman Enduro Karting NSW.

The term "our" refers to the Goulburn Kart Racing Club acting as an organizing committee.

The term "we" refers to Goulburn Kart Racing Club acting as the organizing committee.

The term "UT1" refers to the GX200 QXU engine.

The term "UT2" refers to the GX200 QX2 engine.

1. Technical Regulations

1.1 ENGINES

The only approved engines for use are the GX200 QXU or QX2 Honda 6.5 HP units in as supplied condition, available from Goulburn Kart Club or its appointed agents.

The Honda GX200 QXU or QX2 series engines must have been sealed by The Goulburn Kart Club or its appointed agents utilising the former 'red wire lock' OR the current 'Black wire lock' sealing system. No other sealing system or method is permitted without the express written consent of The Goulburn Kart Club unless otherwise stated in the Supplementary Regulations of an event. At no stage should a seal be removed from an engine other than by a Goulburn Kart Club official.

Modifications are strictly limited to those necessary for the application of the SEKNSW series. Such modifications are detailed in the following.

Engines will be supplied by the Goulburn Kart Club or its appointed agents in a sealed ready to race configuration. Should any maintenance or repairs be necessary engines must be presented to the Goulburn Kart Club or its appointed agents 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 the Goulburn Kart Club or its appointed agents for checking and resealing.

Any engine not sealed, that a team wish to use in an event, must be presented to the Goulburn Kart Club or its agents to undergo 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 the Goulburn Kart Club or one of its appointed agents.

The Goulburn Kart Club further reserves the right to impound any race motor at the conclusion of an event, for re-checking, re-measuring, Dyno testing or sealing.

It should be stressed that SEKNSW events as promoted by the Goulburn Kart Club 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 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. Goulburn Kart Club or its appointed agents reserve the right to check and compare any suspect 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 the Goulburn Kart Club.

The event organisers reserve the right to impound any engine, engines or components for inspection and dynamometer testing if they wish. If any infringement is found to exist the teams will be liable for an inspection fee of \$50 plus any penalties. Should any team be found to be in breach of these technical regulations they may also be required to attend a disciplinary tribunal. Any engines or components found to be non compliant during technical inspection may be impounded and fines issued. The impounded items will be returned upon payment of any fines issued for the breach if any found. The competitor will have 30 days from the date of notification (via email) to make payment or impounded items will be forfeited.

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.

Engines will 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 exception:

A control aftermarket exhaust pipe is available for purchase exclusively through the Goulburn Kart Club or approved supplier.

Reboring is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.

Any honing of engines will be done by our appointed agent only. Any engine presented for sealing that we suspect has been honed outside of our guidelines will be re-honed by our appointed agent with the engine owner being liable for fees.

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

Our appointed engine sealer, at their discretion, may refuse to seal any engine that they suspect is beyond a reliable bore tolerance or at risk of failure due to age or wear. Our engine sealer is employed to provide engines capable of providing cost effective racing whilst maintaining a level of parity throughout the whole field. Our appointed agent cannot warrant any services to any engine as they are used outside of the manufacturer’s guidelines.

Valve lapping is permitted. (refer Goulburn Kart Club)

Valves and valve springs must be a Honda genuine manufactured component. Fitting of Honda exhaust valve, part no. 14721-ZH8-810 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 fasteners on the engines and components are non tech and may be replaced by non genuine items. 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 – maximum of 10 Litres for a remote fuel tank. Oil sump plugs and filler plugs must be lock wired.

1.2 Carburettors

Fitting of alternative carburettor jets 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 a standard GX 200 QXU / QX2 unit 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). Carburettors must also factory mixture screw at all times

Permissible Carburettors are as follows:

UT1 - QXU engines: 16100-ZOV-921
UT2 - QX2 engines: 16100-Z4V-921

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

Event promoters reserve at its absolute discretion the right to request a team surrender one or more of their carburettors at any time during the event. The carburettor must be removed from the engine under the direct supervision of an approved official and surrendered to event promoters. The event promoters will supply the competitor 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. Teams are reminded that only genuine Honda GX200 carburettors which are supplied 'standard' for their motor designation (UT1/UT2) are permissible and that any modifications or variations of type will deem their entry illegal.

Substitution or complete removal of the renewable paper/foam air filter is permitted, however the 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.

1.3 Exhausts

Exhausts are either to be the standard Honda muffler including heat shield or the control aftermarket exhaust supplied by the Goulburn Kart Racing Club or an appointed representative.



The muffler, 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 also render the muffler illegal.

To be specific, whilst the exterior surfaces of the muffler assembly may be painted or coated, any coating, paint or other covering on the functional area of the muffler (inside the muffler pipe or canister) will render the exhaust illegal.

No porting or grinding is allowed. Re-welding of existing welds is strictly prohibited. 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 muffler 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 to the Goulburn Kart Club and we, the club reserve 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 crankcase of the engine. A safety wire must also be fitted to the heat shield to prevent it from being detached from the muffler.

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

Teams are advised to keep the original Honda exhausts available in the unlikely event that a track operator or local council should impose a noise restriction on any event.

Any exhaust failure must be reported to the Goulburn Kart Club and guidance sort on repair procedure guidelines, failure to comply will deem the exhaust system illegal.

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

1.4 Brake Calipers

A caliper with a maximum four pistons, (maximum two each side of the disc) may be used.

1.5 Weight Requirements

Minimum weight of the kart and driver should at all times not be less than 185kgs excluding the fuel weight. This may be checked during practice, racing and qualifying. Weight may be added to the kart but must be firmly attached. Any weight carried on the chassis must be attached by one (1) 8mm high tensile bolt OR two (2) high tensile bolts for weights over 4kg. Any seat inserts, weighted or not must be secured by 2 metal fixings. Any weight boxes will be at the discretion of the scrutineer. Any removable weights or inserts must be secured whilst the kart is stationary.

1.6 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 from a supplier specified in the supplementary regulations of each event. Additives must not be added. No additional, alternative or enlarged tanks may be fitted. The maximum capacity 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. Short races of less than 2 hours duration will require competitors to provide their own fuel, which may also be subjected to random testing. No additives may be used at any time.

No fuel may be added to any kart during the course of a race outside of the official refueling area and only fuel supplied by the event refueller may be used. The penalty for adding fuel outside of this guideline is exclusion from the event.

1.7 Spark Plugs

Spark plugs are at the discretion of the competitor. No spark enhancers or boosters are permitted.

Recommended Spark Plugs:

<u>NGK:</u>	<u>Nippon Denso:</u>
BPR6ES	W20EP-U
BP6ES	W20EPR-U
BP5ES	W16EP-U
	W16EPR-U

1.8 Gearing

Final drive gearing will be fixed (20 x 66) unless identified otherwise in the events specific supplementary regulations. The final drive ratios for any other circuits will be advised in the regulations for the particular circuit and or event. All teams must run the gearing listed for that circuit or event.

1.9 Clutches

All karts must be fitted with a dry air cooled Noram GE20 style centrifugal clutches 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.

Only standard Noram clutch springs are permitted for use.

Only standard Noram GE20 clutch shoes may be used. Either the Noram GE20 light or heavy shoe with no modifications are permitted.

1.10 Rear Axles

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.

No differential of any type is permitted.

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

1.11 Lighting Front/Rear

Rear lights for use in reduced visibility, night and wet weather racing. Lights must be illuminated in wet conditions, times of rain or times of bad light. It is the responsibility of teams to activate their lights when deemed necessary. The chief steward will announce to all teams if lights are required to be activated due to a change of conditions. Once announcement is made, teams have 3 laps from notification to illuminate their rear light, the penalty for not doing so is a minimum stop/go penalty

As a general rule, if track lights are being used or clear visors required, you will be required to have your lights illuminated.

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.

Lights must be securely attached and mounted in one of the following positions:

On the rear crash bar. They must be mounted in a manner where they do not protrude past the rear most point of the rear crash bar and must be clearly visible to both following karts and event officials whilst the kart is on track.

On the air box. You may not modify or remove material from the air box to facilitate fitment. Acceptable methods would include zip ties, mounting bracket from the air box mounting thread (top only – it cannot be mounted under the air box cover), glue or similar.

On or just below the rear lip of the driver's seat.



Example of where lights can be mounted.

A front facing solid white light must be displayed in all night racing. Other colours are also permitted for identification but at least one (1) clearly visible white front light is mandatory.

Please note that any other mounting position will be deemed ineligible. You must seek the express consent of the scrutineers to ensure your lights are considered legal for competition.

1.12 Rear Crash Bar

The crash bar must be made from steel and be a full vertical loop and 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.

1.13 Wheels & Tyres

Maximum Wheel widths are:

Front: 130 mm

Rear: 205 mm

Control tyres for dry and wet conditions are as follows:

Dry: Dunlop SL1

Wet: Dunlop KT6- SLW1

2. Race Regulations

2.1 Introduction

Endurance Kart Racing is a speed event, taking place on a circuit with a sealed surface. On most occasions an event will be not less than 360 minutes in duration, during which time each kart will have a minimum of two drivers.

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

2.2 Safety

In order to meet scrutineering standards endurance karts must be fitted with the following:

- Brake strap – A 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
- Air box & base plate.
- Brake pads and retaining pins
- Engine seals
- Original engine stop switches must be functioning.
- Throttle return springs
- 66 tooth sprocket only (refer to rule 1.8) unless otherwise specified in the Supplementary Regulations of the event.
- Side pods, Nassau panel and Nose cone
- High intensity front (white) & rear tail light (red) – For use in wet and night racing. The light must not flash and 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.
- 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 so as to prevent injury to other competitors in the event of contact.

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.

2.3 Race Procedure

2.31 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 applied immediately before race commencement.

During event 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 per entry to practice.

2.32 Qualifying

Qualifying formats may vary. Qualifying formats will be specified in the Supplementary Regulations for each individual 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 requires all teams to change tyres between qualifying and the race, teams are not permitted to change between wet and dry tyres without incurring a penalty and being required to start from pit lane.

2.33 Racing

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

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

Race starts will be affected by the use of red and green lights (or by way of flags either green or national flags).

Once under the starter's control, the start lights will go red. Once the start lights have gone to red anytime from three to seven seconds after the solid red light has come on, the start lights will be switched to green, thus indicating the start of the race. 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. NB: 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 will 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. All timing of such a start will be entirely at the discretion of the Clerk of Course.

2.34 Pit Stops

PIT LANE SPEED LIMIT 13km/h

No pit stops are permitted whilst the safety vehicle is on the circuit, (eg. Once the red and yellow circuit lights and/or the pit entry light have been activated) entering the pits under these circumstances will result in a pit lane penalty.

Karts entering pitlane before the safety kart lights have been activated are free to refuel and rejoin the race as per normal providing they can do so safely. A pitlane official may hold the kart at pit exit for safety reasons.

Karts entering the pit lane after the safety kart lights are activated will be held in the pitlane until racing resumes and may also have a penalty imposed.

Karts must be driven at no more than 13km/h within the pit lane area designated by witch's hats at the start and end of the pit lane area. The driver may accelerate the kart to aid the progress of the kart in the pit lane area, however the driver may not exceed 13km/h and must be prepared to either change direction or stop the kart immediately should the need arise. Speeding infringements in the pit area will result in a drive through, 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 not exceeded 13km/h. You are not required to stop in the pit lane for the stop to count, however you are still required to complete necessary driver changes. Each transit through the complete pit lane 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** in the designated area to allow the driver change to be effected. Failure to comply will result in the pit stop not counting.

Oiling of chains may only be carried out while the kart is stationary. Should the driver accelerate away during this period, the crew member oiling the chains must remain stationary to avoid any trip hazard.

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.

2.35 Timing

All timing and lap scoring will be computerised. The recommended system is the AMB system or any other such system approved for use by the event promoters.

All karts must be fitted with an AMB electronic 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.

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, for a transponder other than one supplied by way of hire, is not considered genuine transponder failure and consequently any loss of laps and or position as a result will remain. All transponders must be fitted as close to the ground as possible with no interference.

2.36 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.

Please note that 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 too 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 event promoters 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.

Below is an example of the penalties that will be imposed. The below penalties are minimum penalties and may be increased depending on the severity and number of offences.

- Exceeding the Pit Lane Speed Limit – A drive-through penalty per offence.
- Failure to take the minimum number of stops – A 5 Lap penalty applied post-race per offence.
- Failure to take the minimum number of refuelling stops – a 15 lap penalty applied post race per offence
- Working on Kart in Pit Lane (outside what is allowed) – A 5 Lap penalty applied post-race per offence
- Lubricating chains outside of specified method- 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) - A 5 Lap penalty applied post-race per offence

- Avoidable Collision (deemed unintentional) – Drive Through Penalty per offence
- Dangerous Driving (deemed Intentional) – Determined by Stewards Hearing
- Entering the circuit unauthorised – Exclusion for the Heat and/or event
- Exceeding the Driving Limit – A 5 Lap penalty applied post-race per offence
- Pitting under safety kart / Pit lane closed conditions – Re-taking of any stops completed in Pit-Lane Open conditions
- Overtaking under Safety Kart conditions - A drive-through penalty per offence.
- Unsafe Driving under Safety Kart conditions - A 5 Lap penalty applied post-race per offence
- Underweight - A 5 Lap penalty applied post-race per offence per kilogram underweight or part-thereof.

A safety vehicle may be used from time to time to control the race under certain circumstances indicated by displaying both yellow and red lights or in the event of flags being used, both yellow and red flags being shown simultaneously. In some circumstances, the clerk of course may elect to use a virtual safety kart. In this case the lead kart will be identified and that kart will then take on the role of the safety kart. All rules relevant to the safety kart will apply.

Should the need to use the safety vehicle arise the following protocol should be observed. Where possible the safety vehicle will enter the circuit in front of the race leader, if unable to enter the circuit in front of the lead kart, drivers will be waved through by the safety vehicle driver (under no circumstances do you overtake the safety vehicle unless instructed to by the safety vehicle driver).

Any attempt to overtake another competitor whilst the race is under control of the safety vehicle will incur a penalty and may result in exclusion from the event unless that driver and kart is directed to by the Clerk of Course.

The circuit safety lights will go flashing yellow only, (and the safety vehicle lights will be extinguished) one lap prior to the safety vehicle leaving the circuit however racing may only resume once the your kart has crossed the start line on the lap after all the safety lights have been extinguished and the green light is illuminated at the start line. No competitor is permitted to re-commence racing (i.e. overlap the preceding kart or actually overtake another competitor), or enter the pit lane until they themselves have actually crossed the start finish line on that lap.

2.37 Series Point Scores

In the Sportsman Enduro class points will be awarded in the following way. Points will be based on outright finishing positions. Unless otherwise stated in the Supplementary Regulations for any event, first place outright will be awarded 100 points, 2nd will be awarded 95 points, 3rd will be awarded 91 points, 4th will be awarded 88 points. All positions below 4th will be awarded down to last place as detailed below

Position	Points	Position	Points	Position	Points
1	100	11	66	21	49
2	95	12	64	22	48
3	91	13	62	23	47
4	88	14	60	24	45
5	85	15	58	25	44
6	82	16	56	26	43
7	79	17	54	27	42
8	76	18	52	28	41
9	73	19	50	29	40
10	70	20	48	30 or lower	35

Teams need to complete 75% of total race distance to receive points as listed on the table above. Teams failing to complete 75% of the race but completing 65% to 74% will receive 75% of allocated points and completion of 55% to 64% of race distance will receive 50% of total points for the position finished in the race (race laps rounded down). Teams completing less than 75% of the race distance must cross the line and receive the chequered flag to be eligible for point's allocation.

2.38 Refuelling Stops & General Regulations

Refuelling and pit stops is 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 following:

The driver will bring the kart to the designated refuelling area marked by witch's hats, at a walking pace.

Once the driver has brought the kart to a safe stop and extinguished engines, the fuel marshal 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 and the engine restarting procedure occur.

The additional team member is now allowed to start both engines only. No other mechanical work or chain lubrication is permitted in the fuel bay. The fuel bay is for refuelling only.

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 Clerk of Course. The minimum penalty is a stop and hold penalty of 1 minute.

Only the driver of the kart entering the fuel bay may wear a helmet. All team personnel charged with the responsibility of assisting the refuelling procedure must be free of race helmets, tools, lubricants, mobile phones or other spark emitting devices. Teams breaching this rule will receive a 30 second penalty in the first instance. Further breaches may lead to exclusion from the event.

No refuelling will be permitted in the first or last 30 minutes of any Sportsman Enduro Karting NSW event.

The fuel bay will open after the completion of the first half hour and a warning will be given to teams' prior to the closure of the fuel bay, one half hour before race end.

Teams requiring fuel outside of the refuelling window will be deemed to have run out of fuel, and retired from the race.

Teams must enter the fuel bay before the start of the last half hour, and must also do a compulsory driver change in the last race hour. All pit stops for the event must be complete prior to 30 minutes before the end of the race

At no time during the race may teams refuel their karts directly outside of the above procedure and 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 SHOULD THE NEED ARISE.

Event organizers will not accept any responsibility for loose or incorrectly fitted fuel caps.

The only fuel permitted for Endurance Racing is that which is specified by the organisers of the event and specified in the supplementary regulations of each event. Karts should be brought to the circuit with empty tanks and will be refuelled prior to the commencement of racing. The use of octane boosters or other fuel additives is strictly forbidden. There may be random sampling of fuel throughout the events to ensure the strict compliance with this rule. Non-compliance may result in exclusion from the event and / or the results of an event and may incur some period of suspension or fines at the discretion of the Clerk of Course.

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 or those required to safely remove or insert driver ballast (lead). Any other repairs must be undertaken in either the parc ferme area or in the Pit/Paddock area.

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 affected by hand only, no tools are permitted to be taken onto the circuit. NO OTHER TEAM MEMBER MAY ASSIST IN SUCH REPAIRS. At the direction of the Clerk of Course and after the instigation of the safety car, up to two team members may venture on the course proceeding with caution to retrieve a broken down kart. Once the track is determined safe the race will be resumed. Drivers must retain all safety clothing and helmet until they have returned to the pit lane.

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.

Teams must complete their fuel stops before the start of the last half hour, and must also do a compulsory driver change in the last race hour.

During the course of an event, teams may only use one chassis, including engines.

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.

In the event of an engine failure, a replacement motor correctly tagged and sealed may be substituted during a race event. Approval to substitute the engine must be sought from the Clerk of Course.

Karts must at all times use slick dry weather tyres as per regulations, unless the Clerk of Course declares conditions open or wet. In open conditions teams may chose to use either dry or wet weather tyres. Should the weather conditions be very wet then the Clerk of Course will declare the event wet in which case only wet weather tyres will be permitted. In either case it is forbidden to mix tyres. (ie) all tyres must be wet tyres or slick tyres. All wheels must be secured by the fitment of retaining devises applicable to the wheel.

When events are being run, with a minimum weight criteria event organisers must make available weighing scales set up at the pit lane entrance or any other such designated position. All karts must be weighed before being allowed into the pits at the end of the event. The Clerk of Course may use discretion to require any kart to be weighed at any time during the event.

Any karts found to be under their class weight will incur the following penalty: During practice the penalty for being underweight will be starting at the rear of the grid. For any team found underweight during qualifying or racing, the penalty will be five (5) laps for every kilogram or part thereof under the weight limit.

Any team found to be under 185kg will have a five (5) lap penalty applied for every kilogram they are found to be underweight. The measurement of each 'kilo' for the purposes of establishing a penalty will be to 'round-down' the weight; so any part weight will revert to the lower rounding (i.e. 184.6kg would become 184kg and attract a 5 lap penalty).

Scales will be made available to all teams during pre race activity only. If a kart and driver are underweight at post race scrutineering the following penalties will apply: For every kilogram or part thereof a deduction of five laps from the offending teams' lap score.

The above penalties will be applied regardless of weather conditions.

In the case of a kart being underweight at any time during qualifying, the aforementioned penalty will be applied. In this case, the team will be required to take the timed or lap penalty at the start of the race, in pit lane, and the team' will not be entitled to join the grid on the track. Once the penalty has been served, the team will then be entitled to join the race. The teams' time recorded for qualifying will also be negated.

In events where scales are being used no driver is to drive on to the scales until instructed to do so by the weigh marshal. In the event that a kart has been found underweight they will be required to be re-weighed. In this event the team requiring re-weighing will need to wait for any other teams waiting to use the scales. All teams will be held for 60 seconds during this procedure. Teams will be given three oppportunities to make the prescribed weight limit.

Work on karts is permitted during a race stoppage however such work is limited to what can be done on the pit lane only. Any karts unable to make the restart will be removed to the pit entry and will only be permitted into the pit area once the race has restarted. In this case the kart will join the race behind the last kart on the first re-start lap or when safe to do so under the normal race conditions after the first re-start lap.

Competitors will, where possible, be given five minutes warning prior to a restart after a race stoppage. The restart will be in single file gridded in the race order as it was on lap prior to the lap on which the race was stopped. Restarts will be a rolling start and competitors will be given one warm up lap in single file grid order and overtaking on the warm up lap is forbidden. Once your kart has crossed the start / finish line and faces the green light / flag, the race will be considered as restarted and any karts requiring entry to the pit area will be permitted to do so after having crossed the start line. Karts wanting to rejoin from pit lane at this point can only do so once the last kart in the single file has gone past the pit lane exit on the first racing lap of the restart. (i.e. you must rejoin at the rear of the field not the front.

Only the driver and officials will be allowed on the circuit prior to the restart of a race.

The table below also outlines all minimum compulsory requirements for teams competing in the Sportsman Enduro events.

The table 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.

Race Length (Hours)	Minimum Pit Stop Requirement	Minimum Fuel Stop Requirement	Minimum Number Of Drivers
4	7	2	2
5	9	3	2
6	10	3	2
7	11	4	2
8	12	5	3
9	15	5	3
10	16	6	3
12	19	7	4
24	37	15	5

Please note that no pit stops will count as compulsory pit stops if made within the first 30 minutes of any race.

Please note that no pit stops will count in the final 30 minutes of any race.

Teams must have completed their minimum number of pit stops before the final 30 minutes of the race. Any pit stop taken during these times at any event will not count towards the minimum pit stop requirement.

A maximum driving stint time of 1 hour is required with a minimum break of 20 minutes, In the event of extreme weather conditions, the clerk of course may elect to reduce the maximum stint time in the interest of safety.

Cross entry of drivers is covered by the following regulation. 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 drive any other kart during that event, practice, qualifying or race.

All drivers competing in SEKNSW events must be the holder of SEKNSW approved licence. Any new competitors or competitors we suspect to have limited experience will 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 will also be required to complete a short questionnaire to satisfy officials that they have an acceptable understanding of signals and required driving standards. 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 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.

Drivers must wear the following protective apparel at all times.

1. Helmet. Must be of full face design. See AASA National competition rules, G5.6 (a) for detailed specifications. <http://aasa.com.au/wp-content/uploads/2017/05/80.2-AASA-National-Competition-Rules-Tarmac-V2.3-May-2017.pdf>

Clear visors must be used at all times of low visibility and night racing as determined by the Clerk of Course.

2. Driving Suit. Must be one piece design with full length arms and legs. Must 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.

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

4. Shoes. Must cover and ankles

Neck Brace, Kidney Belt or Rib protect are not compulsory but highly recommended.

Drivers and pit crew must under no circumstances be younger than 16 years of age.

By entering a Sportsman Enduro Karting NSW event as promoted by the Goulburn Kart Racing Club, You confirm that you have read and understand the rules and regulations as expressed in the above document. You hereby agree to compete within the above mentioned rules and accept the directive of all race and club officials.