



SUPPLEMENTARY REGULATIONS

1. Authority

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

2. Permit Number :- AASA170318/SEK3026

3. Organisers

The Goulburn Kart Racing Club (Sportsman Enduro Karting NSW)

Website: www.seknsw.com

Email: sportsmanendurokarting@gmail.com

President: James Waters 0419 413 911

Vice President: Martin Emr 0417 297 602

Secretary: Julie Pauling 0416 159 995

Date and Place of Meeting

Saturday 17th March 2018

Circuit Cameron Park - Newcastle

5 Cameron Park Drive Cameron Park NSW

1058 Metre Circuit – Anti clockwise – 40 Kart Capacity

4. Officials of the Meeting

Chief Steward/Safety Officer:	Brian Trinder
Clerk of Course:	Allan Southern
Assistant Clerk of Course:	Joel Van Dongen
Steward:	Diana Trinder
Scrutineers:	Martin Emr – Nathan Harwood
Pit Lane/Scales Marshals:	Kasje Van Dongen – Peter Walkerden
Refuellers:	Hayden Van Dongen – Peter Walkerden
Chief Timing Officer:	Joel Van Dongen
Grid Marshal/Starter:	Kasje Van Dongen
First Aid:	John Bartley (Assistant: Kasje Van Dongen)

5. Classes to Compete

Honda Endurance: Seniors Only

The only permitted engines are SEKNSW sealed Honda GX200 engines.

6. Entry

- The fee for entry in this event shall be \$375 per kart. Driver fee is inclusive with entry fee no matter how many drivers entered per team.
- The date and time for close of entry shall be 7.00pm Thursday 15th March 2018. Entries received after this date will incur a late entry fee of \$50.



- Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.

7. Transponders

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

8. Minimum Entries

The minimum number of entries per class shall be nominated by the organisers for each round. If insufficient entries are received the event may be cancelled at the discretion of the organiser.

9. Drivers Briefing

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

10. Format of Racing

- The event will consist of one (1) six (6) hour race being for full points. Race is to be run in anti-clockwise direction.
- Qualifying will be determined by one (1) five (5) minute qualifying session.
- The winner of the race will be the kart/team that has completed the most number of laps at the completion of the specified time period and receives the chequered flag first.

The SEKNSW Endurance Kart Series shall use the following point score

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



11. Timetable

Saturday 17th March 2018 (Anti-Clockwise Direction)

Driver Sign On	7.15am – 8.00am
Scrutineering	8.00am – 8.30am
Driver's Briefing	8.30am
Fuel Bay Open (Empty Tanks)	8.30am
Official Practice	9.00am – 10.15am
Official Qualifying	10.15am – 10.20am
Karts to Parc Ferme	After Qualifying
Karts to Refuel	10.20am-10.35am
Karts to Grid	10.40am
Race Commencement	10.45am
Race Completion	4.45pm (Approx)
Track Closed	5.00pm

A member from each team shall assist with pack up of club equipment.

12. Mechanical Breakdown Lane

A mechanical breakdown lane **will** be in use.

13. Abandonment or Postponement

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

14. Prizes

Trophies will be awarded for 1st, 2nd and 3rd in MAXX Class. 1st, 2nd and 3rd in Sportsman Class.

15. Insurance

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

16. Fuel

CALTEX Vortex 95 or 98 is the control fuel for this meeting. To be purchased from any CALTEX service station no more than two days prior to the event. Fuel must be contained in 20Ltr Yellow or Red fuel containers. Your fuel and receipt must be brought along with your kart to scrutineering so you can be marked off. Your scrutineering form will not be signed if fuel and receipt not produced. Your fuel will then be handed over to the refuellers for use by all competitors.

The amount of fuel you will need to purchase for this event will be 36Ltrs.

Karts should be presented to the fuel bay with empty tanks prior to practice.

Fuel may be tested at any time during the event.



17. Minimum Number of Drivers

The minimum number of drivers for the event is 2. Cross entering of drivers between teams is not permitted.

18. Pit Stops and Compulsory Driver Changes

The minimum number of compulsory pit stops for the race (NOT including the stop at the end of the race) **is 10 (ten) with at least 3 (three) being fuel stops.**

19. Weighing of Karts

The weighing of karts will be called at random times. Teams will be notified to call in their kart for a weight stop. These stops are in addition to the minimum number of compulsory stops. No driver changes, work or refuelling may be conducted during a weight stop. Weighing may be conducted as many times as deemed necessary by the officials. All karts will be weighed an equal amount of times during the course of the race. If a kart is found to be underweight, ballast must be added before re-entering the track.

20. Pit Area

Driver Change Area

No mechanical repairs or tools are permitted in the pit area. The only work permitted on a kart in this area is tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge. Only tools required for lead/ballast changes are permitted in this area and all items must be removed to a safe location immediately after use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

During the event (including practice, qualifying and race) only the driver getting out of the kart, the driver getting into the kart and one pit crew are permitted in the pit area. Once a pit stop has been completed they are to leave the pit area immediately.

Speed limit in the pit area is restricted to 13kph, to be measured by radar gun or by the pit lane official.

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

21. Number of tyres

Prior to qualifying the number of prescribed tyres is open.

For qualifying and the race on Saturday, one (1) set of prescribed tyres is permitted ONLY.

Dunlop SL1A slick tyres and two (2) sets of Dunlop KT6- SLW1 wet weather tyres are permitted.

Damaged or worn out tyres (by the way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitors cost.



Drivers receiving replacement tyre(s) will be required to start at the rear of the grid. The only exception to this is a tyre with a manufacturing defect (as approved by the Chief Scrutineer).

22. Footwear

Covered footwear **MUST** be worn in the Paddock/Parc Ferme, Ingrid and Outgrid.

23. Apparel

Drivers must wear the following protective apparel at all times.

➤ 1. Helmet

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

➤ 2. Driving Suit

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

➤ 3. Gloves

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

➤ 4. Shoes

Shoes are to cover ankles.

➤ 5. Safety Equipment

A neck brace, kidney belt or rib protector are not compulsory but highly recommended for the driver's safety.

24. Virtual Safety Kart

The virtual safety kart will be used at the discretion of the Clerk of Course. When so instituted, the light system will flash yellow/red, the lead kart will be signalled to slow with the field to then form a single file behind the lead kart as soon as possible. Single file is to be maintained until the lights go green and each kart has crossed the start finish line. The Fuel bay will remain closed for the duration. Karts already in the pits when VSK period commences are permitted to join the end of the field when it is safe to do so. Karts who enter the pits after the VSK period commences are not permitted to enter the track until the race has gone green.



SPORTSMAN ENDURO NSW REGULATIONS

1. LIGHTS

Two (2) solid red lights, one each positioned on left and right hand side of rear of kart. (ALL rear lights to be solid) A white front marker light (must be clearly visible at all times), additional lights of other colours on the front of kart are optional. These lights are to be visible through all periods of low visibility and night time racing. If wet race is declared by officials, red lights must be illuminated.

2. BALLAST

Any ballast placed into karts during pit stops must be firmly secured by TWO mechanical fixing points with the fixings being of metal construction. This is to be done while the kart is stationary.

3. UNDER 18 DRIVER IDENTIFICATION

A bright coloured piece of material will be attached to the front of race suit to identify any driver under the age of 18 years. This will be supplied by the club on race day.

4. DRIVE THROUGH PENALTIES

Drive through penalties will be in addition to the minimum number of pit stops required.

5. PIT STOPS

Pit stops performed during the first 30 minutes and the last 30 minutes of the race do not count towards the mandatory pit stop total.

6. FUEL STOPS

- Fuel stop length is 90 seconds. Driver to pull up at fuel bay, switch off motors and raise both hands; the fuel marshall will then activate the lights once both engines are off. The driver can then alight from the kart and wait by the fire extinguisher. If waiting in line to fuel, the driver MUST stay in the kart until the kart has pulled up in front of refueller. Team member to remove fuel cap for refueller. Team member to replace fuel cap, driver to get back into kart, the chains can now be lubed by the team member and team member to restart motors. Under no circumstances is the driver to fuel by himself. Refuelling process will not start unless a crew member is present. Driver is allowed to leave fuel bay when light goes green.

8. FUEL BAY

Fuel bay will open 30 minutes after the start of the race and close 30 minutes before the end of the race.

9. WEIGHING OF KARTS

Karts may be weighed at any time during or at the conclusion of qualifying and the race.

10. PIT AREA

No mechanical repairs are permitted in the pit area.

The only work permitted on a kart in this area is tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge. Changing of ballast weight is permitted. Only tools required for



changing of ballast weight are permitted. All items must be removed to a safe location immediately after use. Any breach of this rule may incur a penalty of up to five(5) laps for each offence.

Use of cable ties is permitted for repairs in pit lane. No other tools are permitted in pit lane. Any breach of this rule will incur a penalty from Clerk of the Course.

During the event (including practice, qualifying and race) ONLY the driver getting out of the kart and the driver getting into the kart and one(1) pit crew member are permitted in pit lane. Once pit stop has been completed ALL persons are to leave pit lane immediately.

Chain lubrication to be done in DESIGNATED AREAS ONLY

11. PENALTIES

a. FUEL STOP PENALTY

Should a team not complete the nominated number of compulsory fuel stops a MINIMUM penalty of fifteen (15) laps will be issued post-race per missed stop.

b. PIT STOP PENALTY

Should a team not complete the nominated number of compulsory pit stops a MINIMUM penalty of five (5) laps will be issued post-race per missed stop.

c. TOOLS IN PIT LANE

Minimum five (5) lap penalty.

d. UNDER WEIGHT PENALTY

A five (5) lap computer penalty for every one(1) kilogram or part thereof under weight. Kart and driver weight must be rectified and reweighed at the correct weight with the same driver before returning to the race.

e. EXCEEDING DRIVING LIMIT PENALTY

Should a driver exceed the one hour driving limit this will incur a MINIMUM penalty of five (5) laps.

f. PIT LANE SPEEDING

1st Offence – Drive through penalty.

2nd Offence – Stop Go 30 second penalty.

3rd Offence – Stop Go 60 second penalty.

4th Offence – Stop Go 60 second penalty plus two (2) lap computer penalty.

Excessively dangerous speed through pit lane –

Penalty at discretion of the Clerk of the Course.

All penalties are a minimum at the discretion of Clerk of the Course.