



GN Hearing Newcastle 6hr 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: AASA240422-GKR2525

3. Organisers

The Goulburn Kart Racing Club (Sportsman Enduro Karting NSW)

Website: www.seknsw.com

Email: sportsmanendurokarting@gmail.com

<i>President:</i>	James Waters	0419 413 911
<i>Vice President:</i>	Louis George	0425 467 774
<i>Secretary:</i>	Julie Pauling	0416 159 995

4. Date and Place of Meeting

Sunday April 24th, 2022
Newcastle Kart Racing Club
5 Cameron Park Dr, Cameron Park NSW 2285
1058 Metre Circuit – Anti clockwise – 40 Kart Capacity

5. Officials of the Meeting

Chief Steward/Safety Officer:	Brian Trinder
Assistant Steward:	TBC
Clerk of Course:	John Goode
Assistant Clerk of Course:	Joel Van Dongen
Scrutineers:	Martin Emr/Bill MacDonald
Pit Lane/Scales Marshals:	Diana Trinder
Refuellers:	Rob Boyle/Hayden Van Dongen
Chief Timing Officer:	Joel Van Dongen
Grid Marshal/Starter:	Brian Trinder
First Aid:	Michael Shearer/Julie Pauling



6. Judges of Fact

Pit marshall, scales marshall, refuellers, starter, timing officer.

7. Classes to Compete

- a. Twin engine endurance karts or seniors only using SEKNSW sealed Honda GX200 engines

8. Entry

- a. The fee for entry in this event will be \$450 per kart. Driver fee is inclusive with entry fee no matter how many drivers entered per team.
- b. Licence shall be a minimum AASA Karting Licence or an approved equivalent. Proof of licence currency will be required.

9. Transponders

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

Transponders are available for hire for \$30(please indicate this on your entry)

10. 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.

11. Drivers Briefing

It is **compulsory** for **ALL DRIVERS** attend the Drivers Briefing. This will be conducted over the circuit P.A. system in accordance with Covid-19 protocols regarding social distancing.

12. Race format

- a. The event will consist of one (1) six (6) hour race being for full points. Race is to be run in anti-clockwise direction.
- b. Qualifying will be determined by one (1) ten (10) minute qualifying session.

The winner of the race will be the kart/team that has completed the greatest number of laps at the completion of the specified time period and receives the chequered flag first



13. Schedule – Sunday April 24th

Driver Sign On & Scrutineering	From 7.15am
Driver's Briefing:	7.30am
Fuel bay open (present on empty tanks)	8.30am
Official practice:	9.00am-9.45am
Official qualifying:	9.45am-9.55am
Karts to parc ferme/refuelling:	Straight after qualifying
Karts to grid:	10.15am
Race Commencement:	10.30am
Race Completion:	4.30pm
Track Closed:	4.45pm

A member from each team is required to assist in track pack up

14. Mechanical Breakdown Lane

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

15. Abandonment or Postponement

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

16. Prizes

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

17. Insurance

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

18. Fuel

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

SEK class - The amount of fuel you will need to purchase for this event is 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.



19. Minimum Number of Drivers

The minimum number of drivers for the event is 2. Cross entering of drivers between teams is not permitted. Drivers cannot switch between team karts; they must remain with the kart that they were entered to drive. Drivers may be required to wear a coloured patch to assist with driver identification whilst on track.

20. Pitstops & Compulsory driver changes

SEK class - The minimum number of compulsory pits stops for the 6hr_race (NOT including the stop at the end of the race) is 10 (ten) with at least 3 (three) being fuel stops. Pitstops made in the first 30 minutes of the race & last 30 minutes of the race do not count towards the compulsory number.

21. Weighing of Karts

- a. The weighing of karts will be called at random times. Weighing may be conducted as many times as deemed necessary by the officials. All karts will be weighed an equal number of times during the race. If a kart is found to be underweight, ballast must be added before re-entering the track
Minimum weight is 185kgs (driver & kart combined)

22. Pit Area

a. **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 walking pace only.

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.

b. **Chain lubrication**

- i. Chains can be lubed in the Fuel Bay area, after the refuelling procedure and before the engines are started. This must only be done on the mats provided.
- ii. Chains lubrication outside of a fuel stop must be done in a designated area to be advised during the drivers briefing. Karts are to come to a complete stop with engines switched off (driver can remain in the kart). If you intend to change drivers at this time it is to be done before entering the designated chain lubrication area. Failure to comply will result in a 10-lap penalty

c. Trolleys must be left safely outside the driver change area

23. Number of tyres

- a. Excluding practice, which is open, only one set of prescribed slick tyres and two sets of prescribed wet weather tyres may be used for the entire event. Prescribed tyres are as follows:
 - Slick tyres - Dunlop SL1A slick tyres
 - Wet weather tyres – Unilli UN519/UN520
- b. Damaged or worn-out tyres (by the way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area. Replacement(s) will be at the competitor's cost. Drivers receiving replacement tyre(s) will be required to start at the rear of the grid. The only exception to this is a tyre with a manufacturing defect (as approved by the Chief Scrutineer).
 - Wet weather tyres may only be used once the meeting is declared wet by the Chief Steward

24. Footwear

Covered footwear **MUST** be worn in the Paddock / Parc Ferme, ingrid and outgrid

25. Apparel - Drivers must always wear the following protective apparel.

a. **Helmet**

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

b. **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.

c. **Gloves**

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

d. **Footwear**

i. Shoes & sock are to cover ankles.

ii. There is to be no exposed skin above the socks when seated in the kart.

26. Safety Equipment

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

27. 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 queue 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. When the virtual safety kart is instituted, the pits are closed to karts needing to enter. Karts are allowed to enter pitlane if it is a safety issue or breakdown. Working on karts outside of the track under safety kart is allowed.