



SUPPLEMENTARY REGULATIONS

2025 SE-QLD Championship – Round Two
&
2025 Endurance Series – Round One

Cooloola Coast Kart Club
Friday 28th- Sunday 30th March 2025

Part A - (Sprint Racing)
Part B – (Endurance Racing)

Nominations Open 6am, Monday 17th March 2025

IMPORTANT: 3 STEP “REGISTRATION TO RACE” PROCESS (SUMMARY)

Step 1 – REGISTER AND PAY ONLINE AT RACERS before 10pm, Wednesday, 26 March 2025

Step 2 – COMPLETE AND LODGE SELF SCRUTINEERING before Thursday, 27 March @ 10pm

Step 3 – SIGN IN TO THE EVENT THROUGH RACERS APP which opens at 12AM, Saturday 29 March 2025

& must be done no later than 8.15am

IMPORTANT COVID-19 NOTICE

If you plan on attending, please take note of the following:

1. Do not attend if you are showing any signs or symptoms of COVID-19 (fever, flu-like symptoms such as temperature, coughing, sore throat or headaches or have difficulty breathing).
2. Follow all current Government Social Distancing advice & regulations.

3 STEP "REGISTRATION TO RACE" PROCESS (DETAILED)

STEP 1 - REGISTER AND PAY ONLINE AT RACERS.

Install the Racers APP on a smart phone or tablet, with internet connection that you can bring to the track. Find the Event in the Racers APP Calendar or by clicking the below link and registering:

SPRINT ONLY – <https://auskart.au/scrutineering-form-sprint/>
<https://auskart.au/scrutineering-form-sprint/>



ENDURO ONLY - <https://auskart.au/scrutineering-form-endurance-2>
<https://auskart.au/scrutineering-form-endurance-2>

The Apple Racers APP can be downloaded via: -
<https://itunes.apple.com/us/app/racers/id1382510261?ls=1&mt=8>
Or by searching RACERS licencing within the Apple iTunes store.

The Android (Google Play) Racers APP can be downloaded via: -
<https://play.google.com/store/apps/details?id=world.racers>
Or by searching RACERS licencing within Google Play

IMPORTANT REGISTRATION DATES:

	Open	Close
Sprint Registrations \$80		
Endurance Registrations \$100	6am, Monday 17th March	11pm, Wednesday 26th March

IMPORTANT NOTE: Missed Cutoff on registrations may be accepted and are subject to a Late Fee.
No track day registrations are available.

STEP 2 - COMPLETE SELF SCRUTINEERING

Use the Online Self Scrutineering Form



Online SPRINT Self Scrutineering Form:
[Scrutineering Form – Sprint – Auskart Racing Inc.](#)

Online ENDURANCE Self Scrutineering Form :
[Scrutineering Form – Endurance – Auskart Racing Inc.](#)

STEP 3 - SIGN ON TO THE EVENT THROUGH RACERS APP

Install the Racers APP on a smart phone or tablet, with internet connection that you can bring to the track. Sign into your account, go to "My Account", scroll to the bottom and select [Event Sign on](#)



The Signing in process can be done from Midnight prior to Race day.

EVENT INFORMATION

This is a club level sprint and endurance event & will form part of the 2025 Auskart SE-QLD Championship and the 2025 SAMFORD COMMUNITY BANK Endurance Racing Series

It will be held at Cooloola Coast Kart Club and run exclusively by Auskart Racing Inc.

DATES & VENUE DETAILS

Friday 28th - Sunday 30th March 2025

COOLOOLA COAST KART CLUB GYMPIE QUEENSLAND

Event Officials

Race Director/s:	Ed Arendt / TBA	Control Officer:	Steve - QMSO.	Chief Steward:	Rob P.
Starter:	Adrian – QMSO	Grid Marshall:	Donna - QMSO	Assistant Stewards:	Tim L
Timekeepers:	Rod G	Recovery Driver:	TBA	DSO:	Edward A.
Medical:	J's First Aid, or '000' QAS	Enduro Marshalls:	Cathy - QMSO	Head Scrutineer:	Daniel L.
Track Walk:	TBC	Scales Marshals:	TBA	Refueller:	TBA / Chris L

RACE

RACER's)

DIRECTION

Clockwise

TRACK LENGTH

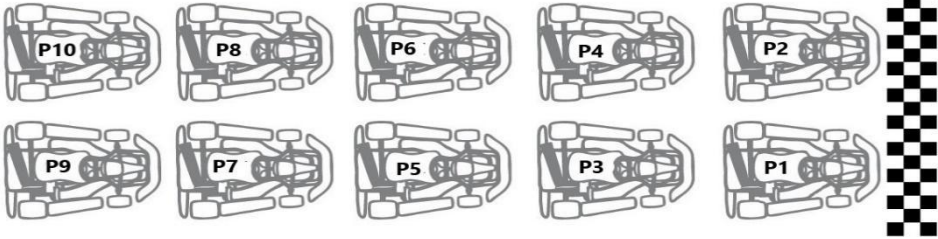
860m

TRACK DENSITY

36 Karts
(As per BKC &



STARTING GRID FORMAT



TIMETABLE

Gates open:	<u>Friday</u> <u>9:00 Am</u>	(No Engine Noise or On Track Activity before – 10am / TBA)
Scrutineering:	Saturday 7:15am – 8:00am	Note: Online Self Scrutineering to be done, (random class will be selected for inspection).
Race day Sign-in:		To be completed via the Racers App, & prior to 8:00am Sat, Will be checked by Registrar PRIOR to Drivers Brief. <u>Any Driver WHO HAS NOT signed on WILL NOT be allowed on track</u>
Drivers Brief Saturday	8:30 am	NO ENGINE NOISE BEFORE 8:00am
Drivers Brief Sunday	7.15 am	
Track Walk	Saturday 8:45 am	
On Track Activities Commence:		9.00am Saturday 8:00am Sunday

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Event Completed:	Sunday 14:30pm
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EVENT ABANDONMENT OR POSTPONEMENT

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

Event notifications will be Emailed to members and Posted on the Club Facebook page.

2025 SEQ RND 2 @ COOLOOLA COAST KART CLUB

Race Category				Time / Laps	Session Start	Session End
RUN#	RACE#	GP	CLASS			
Drivers Briefing				20mins	8:30	
P1	P1	1	Junior & Junior Light	5mins	9:00	9:08
P2	P1	2	Bambino	5mins	9:08	9:16
P3	P1	3	Senior Light & Senior Medium	5mins	9:16	9:24
P4	P1	4	Senior Heavy & Senior Max	5mins	9:24	9:32
P5	P1	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	5mins	9:32	9:40
P6	P1	6	Cadet	5mins	9:40	9:48
P7	P1	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	5mins	9:48	9:56
8 Novice Session 1				10mins	9:56	10:06
Q1	Q1	1	Junior & Junior Light	5mins	10:06	10:14
Q2	Q1	2	Bambino	5mins	10:14	10:22
Q3	Q1	3	Senior Light & Senior Medium	5mins	10:22	10:30
Q4	Q1	4	Senior Heavy & Senior Max	5mins	10:30	10:38
Q5	Q1	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	5mins	10:38	10:46
Q6	Q1	6	Cadet	5mins	10:46	10:54
Q7	Q1	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	5mins	10:54	11:02
R1	R1	1	Junior & Junior Light	7	11:02	11:13
R2	R1	2	Bambino	3	11:13	11:19
R3	R1	3	Senior Light & Senior Medium	7	11:19	11:29
R4	R1	4	Senior Heavy & Senior Max	7	11:29	11:39
R5	R1	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	7	11:39	11:49
R6	R1	6	Cadet	7	11:49	11:59
R7	R1	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	7	11:59	12:09
BREAK				30MINS	12:09	12:39
8 Novice Session 2				10mins		
R8	R2	1	Junior & Junior Light	8	12:39	12:50
R9	R2	2	Bambino	3	12:50	12:56
R10	R2	3	Senior Light & Senior Medium	8	12:56	13:07
R11	R2	4	Senior Heavy & Senior Max	8	13:07	13:18
R12	R2	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	8	13:18	13:29
R13	R2	6	Cadet	8	13:29	13:40
R14	R2	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	8	13:40	13:51
R15	R3	1	Junior & Junior Light	10	13:51	14:03
R16	R3	2	Bambino	3	14:03	14:09
R17	R3	3	Senior Light & Senior Medium	10	14:09	14:22
R18	R3	4	Senior Heavy & Senior Max	10	14:22	14:34
R19	R3	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	10	14:34	14:46
R20	R3	6	Cadet	8	14:46	14:57
R21	R3	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	10	14:57	15:09
R22	R4	1	Junior & Junior Light	12	15:09	15:24
R23	R4	2	Bambino	3	15:24	15:30
R24	R4	3	Senior Light & Senior Medium	12	15:30	15:44
R25	R4	4	Senior Heavy & Senior Max	12	15:44	15:59
R26	R4	5	<i>Perf Single Medium, Heavy, T4 Medium & T4 Heavy</i>	12	15:59	16:13
R27	R4	6	Cadet	10	16:13	16:26
R28	R4	7	<i>Modified 250cc, Modified Over 250cc & TWIN</i>	12	16:26	16:40

8	Novice Session 3	10mins
	PRESENTATION	17:05

REQUIREMENTS

This event is open to all four stroke karts.

LICENCE REQUIREMENTS

All Drivers must hold a current RACERS WORLD 'National Race License'. That can either be a Racers Single Event Licence for \$60 dated for the event or a \$250 annual Clubman licence. For details, please visit <https://racers.world/buy-licence>

CLASS REQUIREMENTS

Ensure both driver & kart meet the class rules you intend to participate in – these are attached, the following quick reference table should be used as a guide to determine the eligible classes for you. If you need any assistance working this out or have questions, please contact one of the clubs' scrutineers <http://auskart.com/contact>

TIMING REQUIREMENTS

Auskart Racing Inc uses the MyLaps Transponder system.

SCORING

This race meeting form part of Championship, **only** 'financial' Auskart Racing Inc Members are eligible for Championship points and Awards.

Non-Members **are not permitted to join this event.**

Points will be allocated for each race.

There will be no 'Final' – **all points count.**

STARTING POSITIONS

Qualifying results will set the grid for Race 1 – ALL other starting grids are based on progressive finishing places from the previous race.

2.2.6 Championship Points System

Championship Points are awarded as per table below.

Finishing Place	Qualifying Points	Sprint Race Points	Hill Climb or Gymkhana	Enduro Race Points
1 st	5	40	40	80
2 nd	4	33	33	66
3 rd	3	28	28	56
4 th	2	24	24	48
5 th	1	20	20	40
6 th	0	17	17	34
7 th	0	14	14	28
8 th	0	12	12	24
9 th	0	10	10	20
10 th	0	8	8	16
11 th	0	6	6	12
12 th	0	4	4	8
13 th	0	2	2	4
14 th +	0	1	1	2
Did Not Finish (DNF)	0	0	0	0
Did Not Start (DNS)	0	0	0	0
Disqualified (DQ)	0	0	0	0

KART REQUIREMENTS

Ensure your Go Kart meets Regulations - As noted in the Supplementary Regulations ensure your Go Kart meets the Clubs requirements, for further detailed information please read section 4 Technical (Vehicle safety) Regulations - Auskart 2024 General Competition Regulations,

Kart swapping with another competitor/driver is STRICLY FORBIDDEN during sprint timed practice, qualifying and racing.

If any 'kart' or 'equipment' swapping takes place – all karts and all drivers involved will be excluded from all results for the entirety of the event.

Kart swapping may take place for sprint drivers and karts only during unofficial practice (Friday) and with the express permission of both the head scrutineer and the event manager only. Any swapped kart/s must be of the appropriate age group / class for the driver at the time.

SAFETY GEAR REQUIREMENTS (PPE)

Ensure your Safety Gear Meets Regulations – As noted in the Supplementary Regulations ensure your Safety gear meets the Clubs requirements, for further detailed information please read section 5 Technical (Apparel) Regulations - Auskart 2023 General Competition Regulations, page 18.

<http://auskart.com/rules & Regulations/>

5.2 Technical (Apparel) Rules

5.2.1 Drivers

5.2.1.1 Full-Face Helmet

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All Drivers must wear a helmet, which is an approved minimum of one of the approved standards AS1698, Snell SA95 (including all amendments).

The maximum age of a helmet will be 10 years from date of manufacture. Helmets must be in sound condition and fitted with a shatterproof visor as supplied by the manufacturer.

Tear-offs, Roll-ons or some form of protective devise may be used to maintain good vision. No dark tinted visors to be worn where track lights are illuminated.

5.2.1.2 Race Suit

A race suit designed for motor sport is to be worn as a minimum standard. A leather motorcycle racing suit is also suitable. Fastenings should be a zip and not buttons.

5.2.1.3 Gloves

Gloves. Purpose-designed for kart racing.

5.2.1.4 Footwear

Ankle high boots. Purpose-designed for kart racing.

5.2.1.5 Neck Brace

Mandatory for all Bambino and Cadet Classes.

Strongly recommended for seniors.

5.2.1.6 Rib Protector

Rib Protector. Recommended but not mandatory. A rib protector can protect ribs from injury during hard cornering, rough surfaces or in the event of an accident.

Race Category	Sub-Class	Age	Min. Weight	Engine	Gearing	DRY Tyre Choice	Muffler
1 - Bambino	—	6-8	N/S	* Ref: Below *	N/S	Dunlop SL1	N/S
2 - Cadet	—	7-11	100 kg > 100 kg >	<u>CADET Engine</u> Subaru EX21, or Torini Clubmaxx 210 TC210CEK-C.	N/ S	<u>CADET TYRE</u> 10 x 4.5 x 5" Dunlop DHH or Dunlop DFH or	Stock

			100 kg > 100 kg >	Briggs & Stratton 206		Dunlop SL1 or Maxxis 190D	
3 - Junior	Light	11-16	110 kg > 110 kg > 105 kg >	Subaru KX21 Torini Clubmaxx 210 C210CEK, Briggs & Stratton 206	N/ S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
4 - Junior	—	11-16	130 kg > 130 kg > 125 kg >	Subaru KX21, Torini Clubmaxx 210TC210CEK, Briggs & Stratton 206	N/ S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport.	Stock
5 - Senior	Light	16+	140 kg > 140 kg > 135 kg >	Subaru KX21, Torini Clubmaxx 210 TC210CEK, Briggs & Stratton 206	N/ S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport.	Stock
6 - Senior	Medium	16+	155 kg > 155 kg > 150 kg >	Subaru KX21, Torini Clubmaxx 210 TC210CEK, Briggs & Stratton 206	N/ S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
7 - Senior	Heavy	16+	170 kg > 170 kg > 165 Kg >	Subaru KX21, Torini Clubmaxx 210 TC210CEK, Briggs & Stratton 206	N /S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
8- Senior	Max	16+	185 kg > 185 kg > 180 kg >	Subaru KX21, Torini Clubmaxx 210 TC210CEK, Briggs & Stratton 206	N / S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
9 – Performance T4	Single Medium	16+	160 kg >	Tillotson TPP-225RS / T4,	N / S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
9 - Performance T4	Single Heavy	16+	175 kg >	Tillotson TPP-225RS / T4,	N / S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
9- Performance	Single Medium	16+	160 kg > 150 kg > 155 kg	Torini Supermaxx, Torini Corsa, Briggs & Stratton World Formula	N / S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	Stock
9- Performance	Single Heavy	16+	175 kg > 165 kg > 170 kg >	Torini Supermaxx, Torini Corsa, Briggs & Stratton World Formula.	N / S	Dunlop DHH or Dunlop DFH or Maxxis Sport Maxxis Supersport	
10- Performance	Twin	16+	185 kg > 180 kg > 180 kg > 180 kg > 185 kg > 195 kg > 205 kg > 220 kg >	Honda GX200's, Briggs & Stratton 206. Subaru KX21, Torini Clubmaxx's, Torini Corsa's, Briggs & Stratton World Formula. Torini Supermaxx's, Tillotson TPP-225RS / T4	N /S	Dunlop DHH Endurance Only Maxxis Sport Sprint Only Maxxis Supersport Sprint Only	Stock
11 – Novice	—	8 & up	N/S	**4 Stroke Engine**	N/S	N/S	N/S
12—Modified	—	16+	N/S	<u>Upto and Including 250cc</u>	N/S	N/S	<u>LESS THAN 90DB</u>

12---Modified

16+

N/S

Over 250cc

N/S

N/S

LESS THAN 90DB

For Single Engine classes excluding "unrestricted", all factory sealed engines (EG Torini Supermax & Corsa, Subaru or Tillotson) with the seals broken or removed will have a minimum of an additional 20kg weight increase.

Part A – (Sprint Racing)

RACE CATEGORIES

- Category 1 - Junior Light
- Category 1 - Junior
- Category 2 - Bambino
- Category 3 - Senior Light
- Category 3 - Senior Medium
- Category 4 - Senior Heavy
- Category 4 - Senior Max
- Category 5 - Performance Single Medium, Heavy
- Category 5 - Performance Single T4 Medium, T4 Heavy
- Category 6 - Cadet
- Category 7 - Performance Twins, Modified >250cc and <250cc Above =
- Category 8 - Novice

RUNNING ORDER

As Per attached timetable

STARTING ORDER

Categories 1, 2, 3, 4, 5, 6, 7 & 8

Grid up as per qualifying times, irrespective of Race Class.

SESSION AND RACE LENGTH/DURATION

As per attached timetable

Part B – (Endurance Racing)

PERMITTED RACE CATEGORIES

Category 1 - Junior Light & Junior

Categories -3, 4, 5 & 7 - Senior (Light, Medium, Heavy & Max), Performance Single (Medium & Heavy), Performance Single T4 (Medium & Heavy), Performance Twin.

RUNNING ORDER

2025 Enduro RND 1 @ Cooloola Coast Kart Club

FUEL DROP OFF MAY ACURE BETWEEN 5 & 6 PM SATURDAY NIGHT

FUEL BAY REOPENS @ 7:00AM SUNDAY

Race Category			Time / Laps	Session Start	Session end
Run #	Race #	Gp	Class	Drivers brief	7:15
P1	P1		Senior All	25mins	8:00 8:29
P1	P2		Junior All	25mins	8:29 8:59
Race Fuel collection time -Senior					9:00
Race Fuel collection time - Junior					9:10
Q1	Q1		Senior All	6mins	9:14 9:24
Q1	Q2		Junior All	6mins	9:24 9:30
R1	R1		Senior Singles All -120 mins		9:40 11:40
R2	R2		Honda Twin -150 mins		9:40 12:11
R2	R2		Junior Singles All -120 mins		12:40 14:40
Junior and Senior Presentation					15:00

lunch 12:11 to 12:40

TRACK WALK

Mandatory for any drivers new to this track

RACE FORMAT

RACE 1 SUNDAY 09.30AM

Category 3, 4 & 5 All Senior Singles

- 120min clockwise direction
- The race will commence from a ***Standing*** start.
- All drivers must present to the scales marshal on every entry to pit lane during qualifying session.
- Grid positions will be determined by the results of the qualifying session.
- Karts will grid up as per qualifying times, irrespective of Race Class (fastest to the front)

Category 7– All Performance Twin

- 150min clockwise direction
- The race will commence from a ***Standing*** start.
- All drivers must present to the scales marshal on every entry to pit lane during qualifying session.
- Grid positions will be determined by the results of the qualifying session.
- Karts will grid up as per qualifying times, irrespective of Race Class (fastest to the front)

RACE 2 SUNDAY 12.30PM

Category 1 – Junior & Junior Light

- 120min clockwise direction
- The race will commence from a ***Standing*** start.
- All drivers must present to the scales marshal on every entry to pit lane during qualifying session.
- Grid positions will be determined by the results of the qualifying session.
- Karts will grid up as per qualifying times, irrespective of Race Class (fastest to the front)

FUEL

- Premium Unleaded Fuel (95 or 98) that does not contain Ethanol is the control fuel for this meeting.
- It may be purchased from any service station no more than 4 (four) days prior to the event.
- Your fuel and **receipt** must be handed over to the refuellers for use by all endurance competitors – **FUEL WILL NOT BE ACCEPTED WITHOUT A PRINTED HARD COPY RECEIPT!!!**
- Category 1 thru 6 (Singles) are to supply ***10 Litres*** of fuel per kart for this event.
- Categories 7 (Twin), competitors are to supply ***14 Litres*** of fuel per kart for this event.

- Karts MUST be presented to the fuel bay prior to the first race.
- From the completion of Practice, fuel must only be taken from the fuel rig. (you use your own fuel for the Practice session prior to the race) see time schedule for fuel bay open times for each class post Practice sessions
- At the completion of the Senior Race, ALL karts to be drained of fuel and fuel returned to the fuel rig.

FUEL BAY PROCEEDURE

Karts may present to the fuel bay for refuelling provided there is a vacant bay otherwise they will need to 'stack' and wait for an empty bay.

1. Each team is permitted 1 (one) helper in addition to the driver. (must wear a HI-VIS jacket or similar)
2. The kart must come to a complete stop and engine(s) must be switched off before the driver exits the kart.
3. The exiting driver ONLY is to depresses the timer switch once the engine(s) has been switched off to activate the countdown timer/light and then stands next to the fire extinguishers.
4. Neither the exiting driver nor helper may participate in the actual refuelling process. This must be the Fuel Marshall
5. Once the kart is refuelled and the fuel cap is secured (this can be done by driver or helper), the driver may re-enter the kart.
6. The helper may restart the engine(s) once the driver is fully seated.
7. The driver remains in fuel bay until the timer light expires.
8. No driver change is permitted in the fuel bay.

NUMBER OF DRIVERS

- Category 1 teams must have 2 (two) drivers minimum.
- Categories 3, 4, 5 & 7 teams must have 2 (two) drivers minimum.
- 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.

PITSTOPS & COMPULSORY DRIVER CHANGES

Category 1 (All Junior & Junior light)

- Teams must complete at least 5 (five) compulsory pit stops.
- 1 (one) of the compulsory pitstops must contain a fuel stop
- Any pitstop made in the first 10 (ten) minutes of the race & the last 10 (ten) minutes of the race, will not count towards the compulsory number of pitstops.

- No driver may exceed a **35 (thirty-five)** minute maximum stint time.
- Drivers must be out of the kart for a minimum of **20 (twenty)** minutes before re-entering the kart for another driving stint.

Categories 3, 4, 5 & 7 (All Senior Single)

- Teams must complete at least 4 (Four) compulsory pitstops,
- 1 (one) of the compulsory pitstop must contain a fuel stop
- Any pitstop made in the first 10 (ten) minutes of the race & the last 10 (ten) minutes of the race will not count towards the compulsory number of pitstops.
- No driver may exceed a **55 (fifty-five)** minute maximum stint time.
- Drivers must be out of the kart for a minimum of **20 (twenty)** minutes before re-entering the kart for another driving stint.

Categories Performance Twin,

- Teams must complete at least 4 (Four) compulsory pitstops,
- 1 (one) of the compulsory pitstop must contain a fuel stop
- Any pitstop made in the first 10 (ten) minutes of the race & the last 10 (ten) minutes of the race will not count towards the compulsory number of pitstops.
- No driver may exceed a **55 (fifty-five)** minute maximum stint time.
- Drivers must be out of the kart for a minimum of **20 (twenty)** minutes before re-entering the kart for another driving stint.

WEIGHING OF KARTS

Karts must present to the scales area when directed by the in-grid official during the race or qualifying and post-race completion.

No helper is allowed other than the in-grid or scales official until after scaling.

During the race.

Karts may be called at random times for weighing during the race and 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 and a penalty will be applied post-race.

- The driver enters the designated scales waiting bay.
- The kart must come to a complete stop and engine(s) must be switched off before the driver exits the kart.

- The exiting driver or scales official depresses the timer switch (once engine(s) is off) to activate the countdown timer/light and then stands next to the fire extinguisher.
- The kart will be rolled onto the scales and weighed complete with driver. The Kart and Driver may be allowed 2 (two) attempts to scale (meet the minimum weight) if needed.
- The Kart is then rolled back off the scales,
- The driver may re-enter the kart,
- The kart can be restarted once the driver is fully seated by a helper.
- The driver remains in scales waiting bay until the timer light expires.
- **ANY Extra Lead weight(s)** that is required to make the minimum class weight must be secured appropriately and pre-approved by the Head Scrutineer prior to entering the track. All Lead weight either fixed or removable is to be marked with the Kart number and a contact name for identification.

PIT AREA

(Driver Change Area)

Kart teams are allowed to have a helper for the driver change process, but they must always wear a HI-VIS jacket or similar whilst in the Ingrid or out grid area during any live race.

- No mechanical repairs, tools or lubrication can be carried out in the driver change area.
THIS MUST BE DONE OUTSIDE THE IN GRID OR OUT GRID AREA'S.
- The only work permitted on a kart in pit lane is tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge.
- Only (HANDHELD) tools required for lead/ballast changes are permitted in pit lane and all items must be removed to a safe location immediately after use.
- 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 pitstop has been completed, they are to leave the pit lane immediately.
- Speed limit in the pit lane is restricted to approx. **10km/h or a delta time of TBA sec from in-grid line to out grid line control lines.** This delta time is used to ensure karts traverse pit lane at the correct speed. Any kart found to be in breach of the pit lane delta time will receive a **DRIVE THROUGH Penalty.**

DRIVER CHANGE

- The new driver must be positioned in the Driver Change Area, waiting with Helmet and All Safety Gear correctly worn prior to entering the kart.

- After coming to a Stop and Before a Driver is permitted to exit their Kart, the Kart MUST be held firmly by the new driver or helper ONLY then can the driver get out of the seat.
- The kart must remain held firmly until the new driver is correctly seated in the kart.
- Check to ensure there is not a collision in the driver change area, exiting the in-grid is to be at walking speed until the control line (exit gate).
 - No person other than a driver may enter the pit lane, fuel bay or scales area without a HIGH VIS vest or jacket.
 - No one is permitted to cross the in-grid our out-grid control line without the approval of the controlling official.

(Chain lubrication)

- Chain lubrication 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.
- Trolleys must be left safely outside the pit lane area.

NUMBER OF TYRES

- Excluding practice, which is open, only one set of prescribed tyres may be used from the commencement of Enduro Qualifying session. Prescribed tyres are as per Auskart sprint regulations.

VIRTUAL SAFETY KART

- The virtual safety kart will be used at the discretion of the Race Director or COC
- When so instituted, the light system will flash yellow, 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.
- Flashing yellow lights will be extinguished with 1 (one) lap to go before race restart.
- Single file is to be maintained until the lights go green and each kart have crossed the start finish line. **Any kart entering pit lane after the RED pit lane lights is luminated, will not have that pitstop recorded as a compulsory pitstop.**
- Karts already in pit lane when a virtual safety kart is instituted will have that pitstop recorded as a compulsory pitstop.
- Karts that fail to quickly and safely catch the leading karts (train) during the full course yellow will receive a penalty.

PENALTY TABLE (applicable to enduro event only)

Exceeding pit lane speed limit or failure to adhere to pit lane delta time	A drive through penalty per offence
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Driving deemed to be unsafe in pit lane	A drive through penalty per offence
Working on a kart in pit lane outside of the exemptions allowed	A drive through penalty per offence
Lubricating chains in pit lane	A drive through penalty per offence
Entering pit lane while red pit lane lights are illuminated	The pit stop will not be counted towards a team's minimum pit stop requirement
Failure to complete the minimum number of pit stops	A 10-lap penalty will be applied post-race
Failure to complete the minimum number of fuel stops	A 15-lap penalty will be applied post-race
Failure to complete a fuel stop correctly	A 5-lap penalty applied post-race per offence
Overtaking once the Virtual safety kart lights are illuminated	A drive through penalty unless addressed before the race restart
Exceeding the maximum driving time	A 5-lap penalty applied post-race per offence
Kart and driver not achieving the minimum class weight	A 5-lap penalty applied post-race per offence for <u>every kilogram under or part thereof</u> . Any team driver found underweight in qualifying, the team will start the race from the rear of grid
Not adhering to tyre regulations	A 10-lap penalty applied post-race per offence/tyre
Collision between karts deemed at fault and avoidable	A drive through penalty per offence
Collision between karts deemed at fault and intentional	A drive through penalty will be applied. Exclusion from the event to be determined by stewards of the meeting
Entering the Circuit without direction from an official	Exclusion from the remainder of the event
Failure to obey an official's direction	Possible Exclusion from the remainder of the event determined by stewards of the meeting
Breaking the tram tracks during race <u>yellow flag restarts</u>	A drive through penalty per offence
Kart fails to quickly and safely catch the leadings karts during full course yellow causing longer than expected time for the field to bunch up to allow track access or kart recover etc	A drive through penalty per offence

Note: All Penalties are a minimum per offence. Any discretions ultimately will be ruled upon by the Race Director/ Clerk of the Course and the Chief Steward.

TRACK SIGNALLING METHOD – FLAGS (Track Safety Lights WILL be in use)

6.3.1.1 Standard Flags

Standard session flags used to signify normal racing conditions.

GREEN FLAG**DRIVER ACTION**

Meaning: The race or session has officially started, or the race session has restarted after a declared safety period.

All Karts are free to accelerate and pass each other and commence racing.




WHITE FLAG**DRIVER ACTION**

Meaning: The leader is on the last lap.




Free to continue racing.



CHEQUERED FLAG	DRIVER ACTION	
<p>Meaning: The race or session is finished.</p>	<p>The race is finished. Slow down for a cooldown lap and return to pit lane.</p>	




6.3.1.2 Caution Flags

Standard session flags used to signify caution & adverse racing conditions.

YELLOW FLAG	DRIVER ACTION	
<p>Meaning: Full course yellow, there is a hazard that may or may not be blocking the track. RACERS CoC: Clampdown</p>	<p>Reduce speed to 2/3 pace and do not overtake. Prepare to negotiate hazard. Only where safe increase speed to catch leading kart and follow in single file.</p>	
BLUE FLAG	DRIVER ACTION	
<p>Meaning: Be aware, faster karts are approaching and in close pursuit,</p>	<p>Hold Racing line, make no sudden change of direction or pace, no deliberate blocking.</p>	
BLACK AND WHITE FLAG	DRIVER ACTION	
<p>Meaning: Warning of unacceptable driver conduct.</p>	<p>Continue Racing. Please see Clerk of Course after the race for clarification.</p>	

6.3.1.3 Emergency & Penalty Flags

Standard session flags used to signify a return to pit lane & a stop to a racing Session.

BLACK AND ORANGE FLAG	DRIVER ACTION	
Meaning: Mechanical safety issue	Upon seeing this make way to pit lane and check with the Clerk of Course / Grid Marshall for clarification.	
FULL BLACK FLAG	DRIVER ACTION	
Meaning: Infringement or Driver Conduct issue.	Upon seeing this make way to pit lane and check with the Clerk of Course for clarification.	
RED FLAG	DRIVER ACTION	
Meaning: The session has been stopped.	Reduce speed to walking pace and do not overtake. Prepare to negotiate hazard. Only where safe increase speed slightly to catch leading kart and follow in single file. Go to the start line on Track, come to a complete stop and await further instruction.	

Code of Conduct Mission Statement

To create & maintain an environment which ensures the safety, enjoyment and viability of competitive and recreational motorsport activities for the benefit of all the Key Stakeholders.

In this context the Key Stakeholders are the:

- Participants in an activity
- Managers and committees of participant groups
- Officials and service providers assisting in the delivery of an activity
- Management and staff of the RACERS licenced venues

Description of this Document:

It is important to state up front that this document does not contain or cover technical requirements, or sporting regulations. The responsibility for setting and enforcing these types of regulations resides with the Participant Groups that are undertaking activities

This document is to be concise and clear. It defines what behaviour is expected from participants. It does this by clearly listing the Transgressions, and how the Endangerment level of a particular Transgression is established. There is a table of Demerit points to be applied for a particular circumstance given the Endangerment Level and the Transgression.

This document consists of four main parts.

1. An explanatory pre-amble of the Underlying Principles
2. A list of the valid penalties and the Demerit Points that will incur the penalty
3. A Penalty Matrix which sets out the Demerit Points to be applied according to the Endangerment Level of the Transgression(s)
4. A matrix which defines the actions which establish an Endangerment Level for each of the Transgressions

Underlying Principles:

Egalitarian by nature - no monetary fines – Care & Safety of Others is Paramount

THE VENUE has responsibility to:

- Provide and/or train Officials to implement, police & enforce the RACERS CoC for all activities within a Venue's physical boundaries.
- Ensure that Participants are correctly Licenced to participate in an event, document the TRANSGRESSIONS that caused DEMERIT POINTS to be allocated and record the total number of points accrued to a driver for future enforcement if and when required.
- Support the enforcement of penalties allocated by the Participants' Group Management or Committee.
- Carry out independent spot checks and validate the accuracy of the Safety Check Lists for participating vehicles

Participants' Group Management or Committees take responsibility for:

- Ensuring their Participants understand the RACERS CoC and agree to abide by them
- Specifically referring Participants to the RACERS CoC in their entry forms & conditions
- The provision of the regulations for their group's activities e.g. No. of Competitors, type of vehicle, duration of activities and number of events to be held
- Provide the Technical Officers to ensure the compliance of Vehicles to their regulations
- Provide a Driving Standards Observer to ensure participant behaviour meets the requirements of the RACERS CoC – this responsibility may be delegated to an Official at the event
- Mandate the Safety Check Lists be completed by the drivers of participating vehicles

Demerit Points: Penalty Table

Points lost	Penalty Description
0	Reminder – no record
10	Reprimand – Points expire after 30 days
25	Reprimand – Points expire after 60 days
50	Race time or Best Time + 30 secs – Points expire after 60 days
100	Drive through Pit Lane or miss next race (LP) – Points expire after 60 days
200	Excluded from next Race then RoGrid – Points expire after 90 days
250	Excluded from 2 Races – Points expire after 90 days
500	No further starts and DNS for entire meeting – Points expire after 90 days
1000	Exclusion from all events for 90 days – Points expire after 180 days
1500	Exclusion from all events for 180 days - Points expire after 360 days
≥2000	Lifetime exclusion from all events conducted under RACERS

Demerit Points: allocated by Transgression & Endangerment

Transgression

Level 1 Level 2 Level 3 Level 4

	0	10	100	500
Speeding in Pit Lane	0	10	100	500
Speeding in a Public Area	10	50	100	500
Speeding in Paddock	10	50	100	500
Bringing Alcohol or other drugs to a meeting	25	100	200	500
Impairment due to alcohol & other drugs	500	1000	2000	2000
Any Vehicular Contact with property	10	25	100	1000
Any Vehicular Contact with a Pedestrian	200	500	1000	2000
Vehicle - Vehicle Contact whilst Actively Competing	50	100	250	1000
Passing another during Clampdown or Cancel	10	25	200	500
Failure to comply with Official Instructions – Administration	10	25	200	500
Failure to comply with Official Instructions – Transgressions occurring during Competition	25	50	100	500
Failure to comply with Official Instructions - Safety	50	100	250	500
Instances of Bribery &/or Fraud	50	100	250	500
Unsporting Competitive Behaviour	50	100	250	1000
Presenting unsafe vehicle for Scrutineering	0	10	50	200
Jumping ranks during a rolling start	10	50	200	500
Aggressive/threatening behaviour to other people	100	500	1000	2000
Aggressive/threatening behaviour to an Official	100	500	1500	2000
Attempted Event Entry during an exclusion period	50	200	1000	2000
Running off and Kerb Hopping	10	100	500	1000

Definitions of Endangerment Levels

Transgression:

Level 1 Level 2 Level 3 Level 4

	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Speeding in Pit Lane	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Speeding in a Public Area	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Speeding in Paddock	0<5 KmH	6~10 KmH	11~19 KmH	>20 KmH
Consumption of Alcohol or other drugs during a meeting	Seen with alcohol but 0% on Alcometer	Records < .02% on Alcometer Test	Records .02~.08% On Alcometer	Fails Alcometer by >.08%
Impairment due to alcohol & other drugs	Not Visibly effected	Not Visibly Effected	Visibly Effected	Behaviour Effected
Any Vehicular Contact with property	No Damage to Property	Minor Damage to Property	Significant damage to property	Deliberate damage to property

Any Vehicular Contact with a Pedestrian	Pedestrian uninjured	Pedestrian knocked down but only winded	Pedestrian suffers trauma	Pedestrian severely injured
Vehicle - Vehicle Contact whilst Actively Competing	No real damage	Vehicle damaged but safe to race again	Vehicle requires repairs to race again	Vehicle is a write-off
Passing another vehicle during a CLAMPDOWN or CANCEL when the other vehicle has not pulled over	Passing manoeuvre had commenced at time condition asserted & redressed	Passing manoeuvre commenced in section after condition asserted & redressed	Passing manoeuvre commenced after section after condition asserted & redressed	Multiple passing manoeuvres at excessive speed at any point around the track
Failure to comply with Official Instructions - Administration	Minor technicality with no safety impact or risk to THE VENUE	Refusal to follow a specific instruction with no safety impact	Refusal to follow a specific instruction with minor safety impact	Refusal to follow a specific instruction with minor safety impact
Failure to comply with Official Instructions - Competition	Minor technicality with no safety impact or risk to THE VENUE	Refusal to follow a specific instruction with no safety impact	Refusal to follow a specific instruction with minor safety impact	Refusal to follow a specific instruction with minor safety impact
Failure to comply with Official Instructions – Safety	Minor technicality or minor safety impact or risk to THE VENUE	Refusal to follow a specific instruction with minor safety impact or risk to THE VENUE	Disobeyed a specific instruction with some safety impact and/or risk to THE VENUE	Failure to obey a specific instruction Resulting in injury or damage and major risk to THE VENUE
Instances of Bribery &/or Fraudulent and unsporting competitive behaviour	<\$100 or Unsporting Behaviour e.g. deliberate blocking to advantage another team member	>\$100 or Unsporting Behaviour e.g. deliberate blocking for a team member with NO contact	<\$1000 or dangerous Unsporting Behaviour e.g. deliberately crashing out a driver	Any sabotage that does or might reduce the safety or speed of another driver or car.
Jumping ranks during a rolling start	Minor overlap redressed before Start line	Minor overlap at the Start Line	Forced way through one or more ranks	Forced way through one or more ranks with contact
Aggressive/threatening behaviour to other people	A minor outburst of temper with an immediate apology	Foul language followed immediately by an apology.	Foul language for an extended period with threats	Foul language for an extended period with threats and physical contact
Aggressive/threatening behaviour to an Official	A minor outburst of temper with an immediate apology	Foul language followed immediately by an apology.	Foul language for an extended period with threats	Foul language for an extended period with threats and physical contact
Attempted Event Entry during an exclusion period	Within 30 days of exclusion expiry	Within 60 days of exclusion expiry	Deliberate attempt to deceive the system	Deliberate attempt to fraud the system with abuse
Running off & kerb hopping	Less than 1:10 in any corner never more than 2 wheels over	~ 1:3 never more than 2 wheels over on any corner	~1:3 in any corner sometimes with 4 wheels over	Consistent 4 wheels over or dangerous re-entry to track

An Incident or Circumstance can result in multiple Transgressions & Penalties being applied.