



## Te Aroha Dirt Kart Club Rules and Regulations (as per AGM 17/9/13) & (19/9/16)

### **Rule Comment**

The Spirit and intent of these rules is the standard by which Karting at Our Club will be conducted. Any breach, either technical or by deed may bring about a disqualification. These rules are interwoven with all other club rules and are to be used in conjunction with any other appropriate ruling. If you are contemplating modifications to your kart, do not assume that the modifications will be accepted – ASK FIRST.

When you present your kart for scrutineering, pay your race fee and sign the indemnity form, it is understood that you are fully aware of these rules.

All rules laid down by the Club in this booklet and are to be abided by.

### **Safety Comment**

These rules are designed with one thing in mind – **SAFETY**.

### **Eligibility and requirements to compete, interpretation of rules, regulations and specification**

Misunderstanding or misinterpretation of any of these rules, regulations and specifications does not invalidate the rule.

The correct interpretation if required will be made by the Race Convener or President.

### **Eligibility**

The competitor (and parent/guardian, caregiver, for drivers under 18 years) shall be conversant with all the rules governing Karting and be present during the entire day while competitor is racing. All drivers competing at each race meeting must fill out an indemnity form. Identification is required for everyone wishing to race. No person shall drive in competition, practice or testing, a class of kart other than that specified for their age group.

**Classes** All Competitors are subject to the following age limits.

The Cadet Class: Being drivers aged 6 years and under 10 years. They are not permitted to race in the Junior Restricted, Junior or Senior Class. Drivers who turn 10 years of age before 1 November of any year must now move into JR class. Cadets with parent/guardian consent may apply via their class rep to committee for permission to move into JR class at 9 years of age but will carry no points into that class. There is to be a one year transition period being 01/11/2016 – 30/10/2017.

Please note that Kart engine Racket is 85cc or no more than 6.5 h/p stationary engine as from 1/10/09.

Racket engines and standard 6.5hp engines will be split into two classes within the cadet class. They will race separately during club championships but mixed on club day or at the discretion of the race convener.

Junior Restricted Class: Being drivers 10 years (9 with approval) and under the age of 14 years. They are not permitted to compete in Cadet, Junior or Senior Class. Boxed Muffler will be compulsory from 1/10/09.

Junior Class: Being drivers aged 12 years and under 17 years. They are not eligible to compete in the Senior Class if under 15 years of age.

A competitor may only enter one kart per weight class, e.g. light or heavy.

One kart for light, one kart for heavy. If a kart is to be shared, any weight added for one competitor must be carried by the other competitor. No weight/s to be removed during the race meeting.

Senior Lights: KT100 being drivers 15 years and over – Minimum 70kgs, maximum under 89.99kg. Body Weight all up (fully suited up/helmet/overalls etc.).

Senior Heavies: Minimum 90kgs all up. Maximum weight added to the kart to bring it up to the heavy class can be no more than 3kg.

Rotax: Lights – 70kgs minimum, maximum under 89.99kg

Heavies – 90kgs minimum weight. Maximum weight added to the kart to bring it up to the heavy class can be no more than 3kg.

NB: for example in light class if your body weight is 65kgs you will need 5kgs of lead fitted to kart for all up minimum weight of 70kgs.

Opens: Must be 15 years of age and older, minimum weight 70kg. Karts 0cc – 252cc gear box/non gear box.

Shifter class: Must be 15 years of age and older, minimum weight 70kg. Karts 0cc-252cc with at least two forward gears, this includes Liftan engines.

Ladies: KT100 engines only. Age 15 and over. Minimum weight 70 kg, no maximum.

**Weights:** to be fitted preferably to the seat, or the floor pan, with a minimum of 1 x 8mm capscrew or high tensile bolt per 3kgs of weight. 30mm panel washes to be placed under the bolt head and immediately under the nyloc nut.

Cap screw /bolt /nylock nut must have two full turns of thread visible past the nut All lead must be visible and be easily removed for weigh check.

Maximum weight in any one attachment **not** to exceed 6kg.

The correct racing weight must be fitted at all times as this will be policed randomly and if not complied with penalties will be enforced. ie. Possible disqualification and/or loss of days race points.

### **Age Upgrading (Season Start as of 1 November)**

A driver upon reaching the lower age limit for their next respective Class may:-

- (a) Immediately move into Junior Restricted/Junior/Senior Classes or Continue in their respective class.
- (b) A driver upon reaching the maximum age limit (after season start) may continue in that class until end of current season is reached.

## Scrutineering

Time and place 8:30 on dummy grid/shute area- join the queue and stay with your kart .

Present your kart in a clean and race ready condition with drivers race uniform including helmet, neck brace a gloves and footwear- members to have membership/scrutineering card with you.

\*All drivers must be registered and scrutineered by 9:30am. All drivers arriving after 9:30, unless the Race Convener/Race Secretary has been advised, will start from the rear of the grid.

The club cell Phone number is on the rear of the club membership/scrutineering card.

## Engine Start

Engines may be started at 9.30am **BUT will cease for drivers briefing.**

NOTE- No Karts are to be started before 9.30am and must be scrutineered beforehand.

\*Drivers Briefing @9:45. (All drivers, Parents/Caregivers/Guardian to attend)

\*Day's events start at @ 10:00am

**NOTE:** Drivers Reps, if notified by drivers of possible late arrival please pass message on.  
Lunch 12:00 – 12:30pm.(approximately). No Kart/s allowed on the track over lunch break.

## Club Fees

These are payable to the Club Secretary.

The fee period commences 1<sup>st</sup> October each year and expires 30 September the following year.

### Membership Fees

Family Membership (parents/caregivers with school age children).....	\$80.00
2 Adult Members (legal partners) .....	\$65.00
1 Adult Membership.....	\$50.00
Junior racing membership (16 years and under).....	\$25.00
Social Membership.....	\$15.00

### Race Fees

Day Licence Racing Fee (per class entered)	One member.....	\$20.00
If more than one family member is racing	Two members.....	\$35.00
	Three members.....	\$50.00
	Four or more members.....	\$60.00
	Non Members.....	\$40.00 per class

Note: the above fees are for one class entered.

An extra \$20 per class (\$40 non-members) is required for each class a driver enters

Included in membership fee is membership/scrutineering card and a copy of rules.

## Equipment & Responsibility

Indemnity: Every driver and parent/caregivers/guardian (if competitor is under 18 years) whether in practice or competition must sign an indemnity form (which will be supplied by the Club) before racing.

A parent/caregiver/guardian signing on behalf of a minor, must be in attendance at all time during the day's competition, including drivers' briefing. This will in effect indemnify the promoting organization of any responsibility to the driver or equipment. A completed legal indemnity form must name as indemnified, the club and all affiliates, the owner or leasee of the property on which the meeting/event is held, the promoting club, all assistants, helpers, officers, employees and members of any of the forenamed organizations. The indemnity form must then be signed by a witness of the promoting organization conducting the meeting. The definition of 'practice or competition' shall mean from reserve gate open to reserve gate closed at end of day.

### **It is the Competitors' Responsibility to:**

Ensure that an entry form (when required) is completed in full and correct in detail. Confirm an entry with the race organizer before practice or when required...Present to the scrutineers, the Kart in clean and race ready condition with crash helmet, neck brace, gloves, footwear and race gear. Store all fuel in a safe location. Comply with all rules governing pit behavior. Be fully acquainted with the program, and when required, assemble in the pit/ grid area promptly. Leave the pit area clean and tidy. Be fully conversant with all rules governing kart competition.

### **Club Members Responsibilities**

To Know, Respect and adhere to the TADK Club Rules. Conduct themselves in a responsible and safe manner on the Grid, Track and surrounding areas at all time.

### **Acceptable Behavior**

Physical or verbal abuse of any kind by an official or competitor, whether directed at a fellow competitor or official, will not be tolerated. Any behavior at a race meeting, which in the eyes of the Club appointed Officials is detrimental to the image of Karting as a sport, will not be tolerated.

Any breach of this rule can result in disqualification and any further penalties that may be imposed.

### **Intoxicating liquor and drugs**

Refreshment containing alcohol and/or drugs are absolutely forbidden and will result in exclusion, suspension or disqualification either for the competitor or his/her pit crew or officials. **Smoking is not**

**permitted in track pit or grid area or any other place fuel is stationed.**

NB: We are now subject to the Matamata -Piako District Council By-Law 2008, Schedule 4 of the Public Safety By Law.

### **Procedure for on track related incidents/complaints**

Step 1. Take complaint to the Race Convener, Black Flag Person or Chief Steward to mediate.

**Note: further steps involve a \$50.00 protest fee.**

Step 2. The Complaint must be put in writing dated and signed by Driver (parent or guardian for under 18's)

Step 3. Complaint is now taken to Committee Meeting. All parties involved to be notified of date and time to attend.

Step 4. All parties must attend, and bring the Complaint to the next Club Committee Meeting. If, Complainant fails to attend this specified meeting the complaint becomes Null and Void.

Step 5. If Complainant does attend the meeting, the Complaint will be heard in full from all parties and resolved at this Meeting.

**Note:** If Complaint is upheld, the fee is refunded.

### **Procedure for non - track related incidents/complaints**

Driving: See Committee Persons

### **Accidents**

Any Kart involved in a serious accident **MUST** be presented to the Scrutineer before returning to the track. Injuries sustained requiring Doctor or Hospital treatment **MUST** be reported to the Race Convener.

**In the event of an accident** which may impede your ability to operate a Kart and which requires referral to a hospital, medical centre or GP, a medical clearance to race must be produced, signed and stamped by a registered medical practitioner.

### **Racing Helmet**

Full face helmets must be worn at all times when operating a kart. Helmet must be properly fitted and securely fastened. Only approved New Zealand safety helmets are permitted and these must be maintained in A1 order.

Note: A sticker will be added to each helmet at the beginning of the season certifying that it is ok. However, its condition will still be required to be checked each race meeting by Scrutineer.

### ***Visor Tear – Offs***

Not to be removed while on race track

### **Eye Protection**

Helmet visors must be properly fitted to give complete eye protection at all times. Goggles are a permitted alternative. Sunglasses, welding glasses or any other glasses of small flat or curved nature are not permitted unless worn under a visor. All lenses must be clear and clean. Badly scratched or marked lenses or shields are not permitted. Any attachments to visors must be lower than eye level when worn by the driver.

### **Neck Braces**

Wearing a neck brace is strongly recommended. However, All drivers in Cadets and Junior Restricted Classes MUST wear neck brace while racing and during practices.

### **Number Plates and Numbering**

All drivers, irrespective of age, must affix a large black number on white or yellow (lime green if club champ) plastic or appropriate backing and attach them to the kart front and rear, plus side pods. This is your racing number.

1Front and rear plates shall be flexible material with a flat surface large enough to carry numbers which must be a minimum of 120mm high and a minimum of 20mm wide and in plain font. The numbers must be a minimum of 10mm from the edge of backing plate with a 10mm gap between double or triple digits.

(2) Side numbers on karts are compulsory on both sides of the kart. Numbers may be attached to the inner rear part of the side pod with a flexible plastic plate (no metal brackets permitted) or stuck to the outside of the pod. Dimensions etc as in (1)

(3) All numbers are to comply with the colours of the particular class being raced without highlight lines or borders. Numbers must be clean before each race

(4) Green plates with black numerals for 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> winners of club champs, white or yellow plates with black numerals for all others.

### **Clothing**

A minimum of cotton overalls must be worn. Driving/Racing Suits made of leather, vinyl (cotton lined) or abrasive resistant materials are strongly recommended.

All suits must be strapped at wrist and ankles (with no arm or leg skin showing).

### **Gloves**

All drivers must wear gloves. Gloves must be of substantial material eg leather or Vinyl etc, give complete hand and finger protection, be firm fitting and worn during practice and competition. Note: Vinyl must be lined and must not be in direct contact with the skin.

### **Footwear**

Suitable footwear is of enclosed type, giving full foot protection. Laced type with ankle protection preferred.

### **Long Hair**

At all times when operating a kart, your long hair **MUST** be retained within your protective apparel.

(a) Drivers must use a hair net, hood, balaclava or other device to retain hair.

(b) Extremely long hair must be retained within the hood, balaclava and driving suit, and not tucked under the helmet, so as not to compromise the helmets' performance in the event of impact.

**All Competitors and Pit Crew** must take into account the potential danger of karts being operated on stands in the pit area. Extreme care must be taken at all times to protect eyes, hands, hair etc. through the use of appropriate safety equipment and actions.

### **Flag Control**

**Green Flag** = Signifies the start of a race.

**Red Flag** = Immediately cease racing. Proceed slowly and with caution to the start line or obey Stewards' instruction and be prepared to stop should the track be blocked. The red flag is only used by the Chief Flag Marshall of the Course or under his/her instructions.

**Yellow Flag** = When a driver arrives at any place on the track where a yellow flag is presented, reduce speed, hold position and signal where possible to other drivers by raising one hand. Overtaking is forbidden until the incident is passed and the track is visibly clear to the next designated flag point.

A waved yellow flag – continue with extreme caution.

**Blue Flag** = Another competitor is about to lap you. You must hold your course and must allow him/her to pass.

**Black flag**= Rolled up, warning, could be a mechanical problem of driver behavior. Report to chief steward at the end of the race. Unrolled black flag, could be a mechanical problem or driver behavior stop racing immediately, report to chief steward.

**White Flag** = You have one lap to go in this race.

**Chequered Flag** = Signifies the end of a race. The chequered flag will be shown to all karts irrespective of their number of laps completed, once the lead kart has completed all laps and crossed the finishing line. Placings will be awarded on the finishing order.

Do not continue another lap after you have received the chequered flag.

### **Flag Control**

Must only be given to experienced persons. All flags must remain on the course until the absolute conclusion of the meeting. Black flags will only be used by the Stewards.

### **Flag Obedience**

Strict penalties will be imposed for failing to observe or obey the specific instruction of any given flag.

### **General Driving Instructions**

#### **Driving Behaviour**

A high standard is expected and will be enforced. A Kart must be driven at all times within the capabilities and expertise of the driver. In a passing maneuver it is the responsibility of each driver to maintain his/her position on the track and avoid contact. A passing maneuver is deemed to have begun when 2 karts overlap each other by approximately 50% or more. Both karts are to remain on the track during the passing maneuver.

At no time are the wheels of the kart to leave the track and move onto the grass intentionally. This will be deemed an illegal maneuver and driver will be disqualified from that race unless Steward decides it was unavoidable.

**Dangerous Driving:** barging, shunting, chopping off, sudden line changes will not be tolerated. Offenders may be disqualified, relegated, or have their finishing position reversed.

**Withdrawal** from competition must be clearly indicated with a hand signal. Only certain areas of the circuit are recognized as 'safe' areas where a kart may be parked attended or left unattended. Karts are not permitted to be left on the track or in an 'unsafe' area of the outer track, nor may a kart be worked on in these areas. Karts are to be removed from the track and not to be left on the outside of corners or close to the edge of the circuit. Failure to abide by this ruling may result in the driver being penalized or disqualified. A competitor may not restart during a competition.

Trackside Equipment

No tools are allowed on the track with the exception of the Cadet Racket and Junior restricted starters.

### **Outside Assistance**

**Junior Restricted and Cadet Drivers** are permitted controlled outside assistance to restart. (To signal that a restart is required, the Cadet/Junior Restricted Driver must stay in their Kart and raise their hand in the air). No tools or starter motors are to be taken onto the racing confines once the karts have left the dummy grid unless authorized. Cadet karts requiring restarts with starter motors must be moved to the infield area only for restarting due to safety reasons. A Steward has the discretion to order a competitor to cease attempting to restart. Failure to comply may result in the driver being penalized or disqualified. **At no stage of driving a kart may both hands be removed from the wheel at the same time.**

**Refueling** a kart on the grid or the track is not permitted.

### Circuit Direction

**UNDER NO CIRCUMSTANCES** is a kart permitted to be driven in a direction which is opposite to that of the normal driving direction. Drivers who, during competition inadvertently drive off or are forced off the circuit to avoid an accident, must rejoin the track at the nearest point compatible with the safety of themselves and fellow competitors, providing that their position is not improved unfairly or an advantage gained. Any twin motored kart that throws a chain during competition will be permitted to complete the race without penalty. A kart that obviously will not handle correctly may be called for trial and observation by the Chief Steward. If there is doubt as to the general safety of the kart, the Steward may have the kart withdrawn from the competition.

**A driver may be called by number only to report to the Steward.** You must report to Steward concerned within 15 minutes. Any driver stalling in a race must raise both hands above his/her head and remain in the kart until it is safe to move.

**Vision** in the driving position the driver must look over the steering wheel. Vision through or under the steering wheel is not permitted.

### **Starting**

At every event the type of start must be stipulated prior to the event commencing. Three types of starting may be adopted. Clutch start, push start and rolling starts. The latter method is the most common.

### **STARTING PROCEDURE**

**Two minute Rule ;** The two minute rule applies from the grid only, time starts after the last kart from the previous race has left the track.

**Jurisdiction:** Drivers proceeding to and awaiting the start of an event are under the jurisdiction of the Chief Steward, the Starter and the Assistant. Once the race has commenced, jurisdiction is reverted to the Chief Steward and Assistant Steward.



**Pole Driver** sets the pace and must not be passed. If the pole driver drops out number two sets the pace. All gaps must be left as gaps. At the approach to the starter, karts must maintain two straight lines. With the exemption of gaps, karts must remain closely in formation behind the front kart on pole- no slingshot.

On the 'Start' signal, the race is on.

Note: No acceleration is permitted until karts pass the acceleration line which will be shown by a cone (and will be removed after start of the race by flag Marshall).

No passing is permitted before the Green Flag has dropped. Drivers who break this driving instruction will be penalized after one warning. In the case of a starting infringement, the driver will be moved to the rear of the field.

### **False Starts**

In any type of starting procedure, where the starter or Steward considers a breach of rules has been made and/or an advantage gained by a competitor, the race can either be stopped then restarted, or the offending driver or drivers penalized and the race continued.

### **Restarts**

Only existing race participants may partake in restarts.

#### Restarting during racing in the Junior Restricted/Cadet Class:

Drivers are to remain in their kart with a hand in the air indicating that they need restart assistance.

Parents/Caregivers/Guardians all wait on the infield of the track. They **Must** stand by a flag Marshall until they are needed. At the discretion of the starter and cadet rep, the cadet driver/s may be required to do a standing start.

Junior/JR/KT's: Spin outs (engine stops) = Kart must be pulled to a safe position off the track, (preferably in the infield) and are not to rejoin the race.

Rotax / Open and shifters – spin outs = may return to the race if way is clear without gaining any advantage or position.

**Once a driver is out of their seat they are out of the race and may not return to racing.**

### **Official Restarts**

This will be called once the race has started and before a kart has passed the second flag point. There is no Official restart once a kart has passed this point unless so called at the discretion of the Chief Flag Marshall.

### **Scrutineering Requirements**

Nut, Locknut & Nyloc nut policy

All of the above on bolts should preferably have at least two full turns of bolt thread showing. Minimum requirement is "proud of flush" with the top of the nyloc nut.

### **Brakes**

- (1) Must be foot operated, and must operate on both rear wheels as minimum.
- (2) Must be capable of stopping the kart. The rear wheels must not turn when the brakes are applied by hand
- (3) Front brakes on Open Class & gearbox class only.

- (4) Where only bolts retain brake pads, the bolts must be drilled & a safety wire affixed or if split pins are used they are to be in manufactured condition with a minimum diameter of 3mm.
- (5) All brake systems & pedal mounting bolts must be of high tensile material.
- (6) Drilling of brake components for lightning is not permitted (discs excluded).

#### Brake Actuator Rods

- (1) Brake pedal rods are to be a minimum of 6mm diameter solid steel if the threaded ends are cut into the rod or 5mm if the threaded ends are rolled on the end of the rod.
- (2) Must have 2.25mm diameter minimum back –up cable if using steel linkage rods to either master cylinder or brake unit.

#### Brake Cables

All single brake cables must be multi-strand steel wire of 2.25mm diameter and must be fastened by a machine swaged fitting or by positive methods that cannot cut into the wire.  
Dual brake cables to be a minimum of 1.9mm diameter and fastened as above. Both cables are to be in good operable condition at all times.

**Ignition Kill Switch:** Compulsory on all karts competing. Switch to be “latching” type and not “momentary”. ie, when switched off, the switch remains off when the driver removes his/her hand from the switch. Press and release (non-latching) buttons not permitted. In short, IT CLICKS OFF and STAYS OFF

**Gear Changing Mechanism:** Must be placed in safe position and must be securely fitted.

**Undertray (floor tray)** must be of suitable non-perforated material, 1.2mm for steel and aluminium or 2.0mm for reinforced fiberglass/carbon fibre. From a seated position, the floor tray shall have no void large enough to permit any part of the drivers body to pass through. It must be confined within the main chassis rails, and be parallel to the chassis and fitted above the tags welded to the chassis at the front of the kart. The edge of the floor tray within the sub area must not protrude below the bottom of the chassis. It must not extend beyond the inside of the chassis rails and cannot be drilled for lightness. No skirts or sealing devices are allowed below the chassis rails. It is preferred securing nuts be on the top of the floor tray. If they are below the tray, the screw/nut must not protrude below the level of any chassis rail. Floor tray must extend from forward of the driver’s feet to between the front edge and lowest point of the seat. Screws to have 2 threads exposed past nyloc nuts.

**Seating:** All seating must be of solid design. Drilled holes are acceptable but must not “run” into each other. Seat frame must be firmly bolted or clamped to the kart rails/bearing hangers. Driver must fit seat comfortably and securely and be able to operate kart. If covers of foam are use these must be securely taped or glued (fastened) to the seat body. No loose covers/foam or pillow are permitted. All enquiries see the Scrutineer.

**Fasteners;** All fasteners under the kart must be bolted upright. Preferably with nuts upwards in the case of the floor tray. No bolt is to protrude in a dangerous manner.

**Exotic Compounds;** Carbon Fibre Compounds may only be used in Seats, Nassau Panels and Floors-trays. No Exotic elements such as titanium are permitted.

**Side Pods :** Side pods or Nerf bars are compulsory for all classes. They must be fitted in such away as not to fall off during racing nyloc nut policy applies. The side pod shall be as supplied by the manufacturer. No additional materials or panels are to be fitted to the outside or top surface of the side pods other than decals or timing equipment as directed. Modification for side mounted carbureted engines and/or external starters are acceptable. They are NOT to be used as fuel tanks or to support ballast.

### **Side Pod Dimensions**

- (1) With the front wheels in a straight ahead position, the leading outer edge of the pod must be inside the plane covering the outside of the front tyre. The pod must not touch the front or rear tyres.
- (2) The rear of the pod must cover at least 80% of the rear tyre track width and must not be more than 25mm outside the outside edge of the rear tyre.
- (3) Ground clearance must be a minimum of 25mm and 100mm maximum

### **Mounting of side pod**

- (1) Mounting bars must be welded or bolted at all fixing points and are to be attached at a minimum of two points to the chassis. Mounting bars are not to protrude past 75% of the inside of the pod and must have no open ends.
- (2) Tube diameter to be a minimum of 19.0mm and a maximum of 30.0mm. Minimum tube wall thickness is 1.2mm

**Side Bars (Nerf Bars)** If side bars are fitted there must be no open ends. Bars must be securely fastened to the kart at two points by bolts and nyloc nuts. Nerf bars may be used as long as they consist of at least two horizontal bars and they must cover 80% of rear tyre width and fall within the same dimensional/positional requirements as pods in Side Pod Dimensions#1.

### **Nassau Panels**

- (1) Must be no wider than 500mm and no higher than 50mm above the steering wheel.
- (2) Must be more than 50mm from steering wheel as to not hinder drivers hands and must not restrict drivers vision.

**Chain Guards:** All karts must be fitted with plastic or metallic chain guard that protects the driver/crew other competitors in the event of a chain breakage. The guard must stay in-line with the chain. They must extend from the centre line of the drive sprocket to horizontally level with the rear axle at the rear of the axle sprocket. The guard must be a minimum width of 40mm. Each chain guard must be fixed at a minimum of two points to cover chain and prevent the guard from being dislodged. Motors with flywheels on the outside of the engine must have a guard covering the flywheel.

**Sound Levels:** Mufflers must be attached and no excessive noise. Sound levels must not exceed 85db at the boundary of the nearest residential property. Any Kart deemed too noisy by three TADK officials present will

not be permitted to race until remedied. All 2-stroke karts to run inlet silencer type air-box and to be where applicable stock as per class rulings on the engine.

### **Exhaust**

There must be no less than three springs between the header and muffler and at least two springs holding the muffler to the chassis. Rotax 125cc Max mufflers must have two springs on to the exhaust header and must be bolted/nyloc nutted to the support rails to secure the muffler to the chassis. The muffler must not protrude outside the rear wheel track or kart length.

**Front and Back Bumpers or anti-intrusion bar** : Compulsory on all karts.

**Nose Cones** are compulsory. However, at the discretion of Scrutineer / Race Convener and Chief Steward, these can be removed if racing deemed safer without them because of track conditions becoming rough. Must be securely attached to the kart. Cable ties to be used to tie the clamps to the frames only. Must be of plastic only and be non-splintering and non-shattering. No metallic rods, frames or bars to be fitted to or inside nose cone.

**Tyres/Rims**: No canvas showing. **SLICKS** only, no wet, grooved, or marking of tyres is permitted. Only 5" diameter rims are to be used.

### **Fuel**

**Fuel Tank**: May be of any fuel resistant material provided it is of leak proof solid construction and securely mounted. All fuel lines must have no leaks.

- (1) Aluminium or steel materials can be used with a minimum thickness of 1.6mm
- (2) No plastic/aluminium/stainless steel food or drink containers of any type are permitted.
- (3) The fuel tank shall be securely mounted to the floor tray or chassis/steering column support and positioned between the drivers legs on the floor tray.
- (4) CADET tanks must be of Original Equipment Manufacture and placement.
- (5) An overflow/breather line must be fitted to prevent spillage on tanks that are mounted in front of drivers.
- (6) Breather/vent tube must either be fitted into a catch bottle or terminate at or below chassis level.

### **Fuel Lines**

- (1) Fuel lines must be of approved/acceptable material designed for the transportation of fuel.
- (2) All fuel lines and connections must not show signs of leakage.

### **Fuel Type**

#### **Petrol**

- (1) Only pump gas is to be used, no "race bred" fuels or fuel additives allowed.

#### **Alcohol**

- (1) Can be used in OPEN and SHIFTER classes only.
- (2) Fuel mix must have at least 15% petrol fuel content- (is visible by colour and shows a flame in the event of an external fire).
- (3) Alcohol powered kart must be scrutineered and passed fit as an "alcohol" kart.
- (4) Membership Race Card must show that the kart is alcohol fuelled.

## **Suspension**

(1) Any suspension device, either elastic or hinged is prohibited. No jacking aids are permitted.

## **Steering**

- (1) Shall be effected by the operation of a full circle wheel- no ends.
- (2) The steering wheel boss (hub) is to be an original OEM genuine manufactured product.
- (3) Steering shaft end must not be able to pass through steering wheel centre.
- (4) All bolts passing through steering wheel hub must be nyloc, split pinned or lock nutted- (two full turns of thread protruding from nut).
- (5) Any spacer between steering wheel and boss is to be no thicker than 20mm and must be metal: See Appendix for limits on steering wheel spacer and boss in relation to cross-bolt.
- (6) The steering shaft is to be a minimum of 1.8mmdiameter and have a minimum wall thickness of 1.4mm if tubular.
- (7) Steering shaft must have dual quadrants if tubular.
- (8) Steering shaft must not be welded or joined other than at the quadrants (points where the rod end connections are made) and at the end where the bottom shaft is fitted for the pivot.
- (9) The tie rods are to be a minimum of 8mm steel rod or 12mm outside diameter aluminium. An engaged thread length minimum 8mm is required between the tie rod and rose joint- a 1.5mm diameter hole must be present 8mm in from each end of the tie rod for inspection. Rose type joints of PEG, plastic/nylon, and or pressed metal type are not permitted.
- 10 The drilling of any steering components for lightness is not permitted. There must be no drilling through the steering shaft that is that is visible below the steering wheel boss.

**Front Wheels :** All nuts must be nyloc, pinned or double nuts and must be secure. At least two full turns of thread to be exposed past the nyloc nuts.

**Clutches:** Are compulsory on Cadet & Rotax Class/s only but maybe used by other Class Kart.

**Throttle Cable & Linkages:** Must have 2 return springs, one to the throttle body and the second to accelerator pedal both able to shut the throttle if one should fail.

NB All nuts must be either nyloc, pinned or double nuts.

**Engines:** A supplementary rule book is being developed in relation to Rotax and KT100 engines and air boxes. A set of testing gauges have been purchased by the club if required. At present all engines to National karting guidelines, except Cadet Stationary engines in stock standard 6.5hp. format with recoil or electric start and must have centrifugal clutch. **ROTAX EVO MOTORS-** Karts fitted with these engines must run in OPENS

Stationary Engine – modifications are allowed only to Open Class as long as they don't exceed 252cc.

## **Transmission**

1. All systems of varying the drive ratio in motion by torque manipulation are forbidden in all classes except Shifter or Open Class.
2. Gear levers to be firmly attached and in a safe, operable position.

3. Front wheel drive systems are forbidden.
4. Intermediate gear reduction systems, more commonly known as jack shaft systems are allowed provided the reduction drive is a direct drive system fitted without a clutch assembly and the intermediate gear reduction system can be fitted either directly to the frame or between the engine and the mounting bracket.

**COMMENT** The chief steward after consultation with scrutineer, race convenor, and president or representative shall have discretionary powers with regard to whether a kart is fit to race, even though it may comply with specifications.

**Club Championships.** Senior drivers and their kart are registered for the club championship and are not allowed to swap karts during the day, any changes must be authorized by the president, race convenor and one other committee member. This does not apply to the junior drivers.

#### **Drivers and Club Members Responsibilities**

- To know, respect, and adhere to the Club Rules
- Conduct themselves in a responsible and safe manner on the Grid and Track Areas
- To ensure their racing gear, crash helmet, neck braces, gloves and race footwear is compliant with Club Rules

**Present themselves, their kart clean and gear for checking at scrutineering on time.**