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## **RULES OF RACING**

### **1. DEFINITIONS**

- 1.1 A.I.D.K.A. - Australian Independent Dirt Kart Association Inc.
- 1.2 A.I.D.K.A. Protest and Appeal Committee - shall consist of three (3) independent persons.
- 1.3 Club Events/Open Meetings - to be sanctioned as one (1) Event/Meeting conducted over one (1) day or two (2) consecutive days. If a Club Event/Open Meeting is conducted over two (2) consecutive days it will be one (1) Event/Meeting. A maximum of three (3) Club Events/Open Meetings per affiliated Club in one (1) calendar year may be conducted over two (2) consecutive days and will have been included in the A.I.D.K.A. Calendar of Events. All Club Events/Open Meetings conducted over two (2) consecutive days will incur an additional Insurance Premium as defined in Appendix "E" and payable by the affiliated Club hosting the Event/Meeting.
- 1.4 Force Majeure - Weather and track safety which the organisers have no control over and results in an Event not being completed.
- 1.5 Licence – is the certificate of registration issued to a person wishing to compete in A.I.D.K.A. Dirt Kart Events.
- 1.6 N.F.F. - No Faults Found (To be recorded in A.I.D.K.A Log Book).
- 1.7 Race Year – from 1<sup>st</sup> February one year to 31<sup>st</sup> January the following year.
- 1.8 The Start - is the moment when the order is given to start racing to the competitors.
- 1.9 The Official Rules and Constitution – is the copy of the Rules and Constitution held by the Secretary of each affiliated Club. It is not the Rules of Racing Book held by competitors.
- 1.10 A.I.D.K.A. colours - are green and yellow.
- 1.11 Competitive Meeting is where a driver has nominated and competed in the draw.
- 1.12 A.T.V. – All Terrain Vehicle(s) or like Vehicle(s).

### **2. A.I.D.K.A. RULES OF RACING AND CONSTITUTION**

- 2.1 The A.I.D.K.A. Rules of Racing shall be available to all members of the Association.
- 2.2 Updates to the Rules of Racing concerning safety may be made from time to time without re-issue of the Rules of Racing. All Drivers shall race under the updated official Rules of Racing and Constitution, a copy of which will be held by the Secretary of each affiliated Club.
- 2.3 Rules of Racing made or updated at A.I.D.K.A. meetings, will be enforced and adhered to once the official Rules of Racing and Constitution have been updated.
- 2.4 It is a Licence holder's responsibility to make themselves fully acquainted with the official Rules of Racing and Constitution.
- 2.5 It is the A.I.D.K.A. Affiliated Clubs responsibility to abide by the Rules of Racing and Constitution. Failure to do so may result in the suspension or expulsion of that affiliated Club.
- 2.6 Drivers racing at a suspended or expelled Club do so at their own risk and in no way are they covered by any A.I.D.K.A. Insurances.
- 2.7 Suspended or expelled members are not permitted to participate at any A.I.D.K.A. Affiliated Club.

### **3. SUPPLEMENTARY RULES AND REGULATIONS**

- 3.1 A.I.D.K.A Clubs or Executive members may submit a Supplementary Rules and/or Regulations proposal in writing to the A.I.D.K.A. Secretary at any time. The A.I.D.K.A. Secretary will forward any Rules of Racing change proposals to the Technical Sub-Committee.
- 3.2 The Technical Sub-Committee shall be responsible to evaluate new rule changes and modify them as required before they are forwarded back to the A.I.D.K.A. Secretary for distribution to the Clubs for evaluation. Clubs shall be given thirty (30) days to evaluate the proposed rule changes, after which they will be presented at the next A.I.D.K.A. Council meeting for a decision.
- 3.3 A.I.D.K.A. has the right to approve all or part of the Supplementary Rules and/or Regulations applied for and may stipulate added precautions. A.I.D.K.A. also has the right to refuse any application that is not in the interest of safety or the Association.
- 3.4 Supplementary Rules and/or Regulations passed by the A.I.D.K.A Council up to the 30<sup>th</sup> of June are to be ratified at a meeting on or around the 14<sup>th</sup> of August, for the following years Rule Book.
- 3.5 Supplementary Rules and/or Regulations relating to an event will only be enforced during the event.
- 3.6 Supplementary Rules and/or Regulations relating to a Club shall remain in force for the racing year in which they were applied for or until A.I.D.K.A. removes approval.

- 3.7 Supplementary Rules and/or Regulations will be issued to all Clubs for inclusion in the official Rules and Constitution book(s) held by the Secretary of each affiliated Club.
- 3.8 Supplementary Rules and/or Regulations may only be granted with regard to the format or conduct of an Event(s). All A.I.D.K.A. Rules with regard to safety will still apply.
- 3.9 Supplementary Rules and Regulations (including proposed program) shall be submitted to A.I.D.K.A. for Title Events by the host Club at least two (2) months prior to the Event.
- 3.10 If a rule change is submitted two (2) times in a twelve (12) month period and is defeated each time, it shall be ineligible to be submitted again for two (2) years from the date of the A.I.D.K.A. Council meeting at which the second submission was defeated.

#### **4. INTERPRETATION, SPIRIT AND INTENT**

- 4.1 Interpretation of Rules of Racing shall be decided by the A.I.D.K.A. "Executive Committee" whose decision shall be final.
- 4.2 A.I.D.K.A. make no pretence of having designed a fool proof set of Rules of Racing and Regulations, nevertheless Drivers, Crews and participants are required to abide by both the Rules of Racing and the spirit of the Rules of Racing.
- 4.3 Senior Drivers will be responsible for the conduct of their respective Pit Crews if the crew members have gained access to the pits with a casual pit pass. Any violation will be charged directly to the Driver.
- 4.4 Junior Drivers shall not be responsible for any adult involved with them. That adult will be responsible for their own conduct.

#### **5. LICENCES**

- 5.1 A.I.D.K.A Club Affiliation fee shall be received by the A.I.D.K.A Treasurer from the Affiliated Club prior to any licences being issued to their members.
- 5.2 All persons applying for an A.I.D.K.A licence shall be a member of an A.I.D.K.A Affiliated Club.
- 5.2.1 Application for a licence to drive at an A.I.D.K.A Affiliated track, a licence for an Official or a licence for Pit Crew shall be made on the official A.I.D.K.A form under the terms and conditions as set out there on.
- 5.2.2 Any person, on accepting an A.I.D.K.A. licence (the licence holder), shall comply with all the rules and regulations of A.I.D.K.A. and be responsible for any infringements of them.
- 5.2.3 If a licence holder inadvertently destroys or loses their licence they must immediately notify their Club Secretary, pay the appropriate fee and apply for re issue of a new licence.
- 5.2.4 A.I.D.K.A. may refuse to issue a Licence without giving any reason for such refusal.
- 5.2.5 No person is authorised to compete or participate unlicensed.
- 5.2.6 The holder of an A.I.D.K.A. Licence shall produce and/or surrender their Licence when requested by an Affiliated Club or A.I.D.K.A. Official at an A.I.D.K.A. sanctioned Event or individual Affiliated Club Committee and/or A.I.D.K.A. Committee.
- 5.2.7 All persons applying for an A.I.D.K.A. Licence must declare their Date of Birth for identification purposes.
- 5.2.8 A.I.D.K.A. licences may only be used at A.I.D.K.A. Affiliated clubs/tracks unless prior approval has been provided by A.I.D.K.A.

#### **Driver Licence**

- 5.3 To compete in a class you must have the appropriate licence grade or a higher grade for that class.

##### Senior Licence Grades:

- A Grade – 200cc
- B Grade – 100cc; KT Twin; 125cc and Outlaw
- C Grade – KT
- D Grade – J Open

##### Junior Licence Grades:

- Junior
- Rookie

- 5.3.1 If a Drivers Licence is expired longer than eighteen (18) months, the Driver shall be required to run Rear of Field (R.O.F) for a minimum of three (3) meetings or to the satisfaction of Stewards.

#### **Limited Official Licence**

- 5.4 A Club may apply for up to six (6) "Limited Official Licences" for that Club to use for non A.I.D.K.A. Members concerned in the running of the race meeting. The Club must notify the A.I.D.K.A. Licencing Secretary of the users of the Limited Official Licence.

## **Junior & Rookies**

- 5.5 Junior and Rookie Drivers are defined as being seven years of age and up to fourteen (14) years of age. At the age 14 the driver may elect to become a senior driver or continue as a junior driver for the remainder of the licence year. Once electing to become a senior driver, he/she must upgrade their licence to a senior driver and by doing so will no longer be eligible to participate in junior events.
- 5.5.1 Juniors and Rookies as defined in these Rules of Racing may not compete in Senior Events.
- 5.5.2 No person under the age of eight (8) years shall participate in competitive Events. Drivers under eight (8) years shall have the emphasis on education and skills.
- 5.5.3 All Junior Drivers are to start driving in Rookie Class with parental and individual Club consent. A Rookie may elect to compete in the Junior Class after one (1) meeting where they will be required to do three (3) meetings Rear of Field (R.O.F).
- 5.5.4 Restrictor Plates for Rookies must be approved and supplied by A.I.D.K.A. and be suitably stamped for identification "A.I.D.K.A.". The Restrictor Plate (all gases must pass through plate) with no modifications and returned when no longer required. A fee as defined in Appendix "E" shall apply.

## **Novice Driver**

- 5.6 A Novice Driver is a Driver who has not held an A.I.D.K.A. drivers licence for the past two (2) years. A.I.D.K.A. Affiliated Club Officials may from time to time determine a Driver to be a Novice Driver and issue that Driver with a Probationary Licence.
- 5.6.1 A Novice Driver will have to complete at least three (3) meetings at the Rear of Field (R.O.F.) to the satisfaction of the Stewards and have their Licence endorsed at the end of each meeting before a full Licence will be issued. If at the end of three (3) meetings the Stewards are not satisfied to the ability of the Driver to compete in the Draw, then the Stewards may ask the Novice Driver to compete in additional meetings Rear of Field (R.O.F.).
- 5.6.2 While a Novice Driver, the Driver shall display a "P-Plate" at the rear of the kart.
- 5.6.3 Drivers must complete 2/3rds of their races on the day. Log Books are to be handed to the Chief Steward at the Drivers briefing and returned to Drivers appropriately endorsed at the end of the race meeting.

## **Casual Driver**

- 5.7 A Casual Driver must be a member of an A.I.D.K.A. Affiliated Club, complete an Official Registration Form on the day and pay the appropriate fee as set by A.I.D.K.A. before being permitted to drive after a meeting under the strict supervision of Track Officials.
- 5.7.1 Casual Driver Registration Forms shall be forwarded to the Licencing Secretary of A.I.D.K.A. within two (2) working days following the completion of an Event.
- 5.7.2 The Casual Driver's Licence may be used as a Licence to allow entry of unlicensed people into the pits.
- 5.7.3 Casual Drivers must be a member of an A.I.D.K.A. Affiliated Club. A.I.D.K.A. Insurance Policies only cover members of Affiliated A.I.D.K.A. Clubs. Ambulance Insurance cover is an A.I.D.K.A. requirement.
- 5.7.4 In the event of an applicant suffering from a medical condition which may affect the applicant's control of a kart, the applicant shall furnish a Medical Certificate, issued not more than thirty (30) days previously, reporting on their physical condition. This Certificate may cover eyesight test, colour blindness test and any other condition which may impair a Driver's ability to drive safely. Certificate must be presented to the A.I.D.K.A. Secretary.

## **6. LOG BOOKS**

- 6.1 All Drivers will be issued with a Log Book when they receive their Licence subject to Rule 5. Additional Log Books will be supplied when required.
- 6.2 The Nominating Secretary or person in charge of accepting nomination money shall sign the Log Book. This person will also fill in the current date, hosting Club and Class(es) in which the Driver has nominated.
- 6.3 The Driver shall hand the Log Book to the Scrutineer before practising or racing at a race meeting. If no faults are found the Scrutineer will note "N.F.F." in the Comments/Section and sign the Log Book. If the kart is safe but does not comply with all A.I.D.K.A. Rules of Racing, the offending Rules of Racing are written in the Comments/Section and the Log Book is signed. This is so the Scrutineer at the next meeting may ensure prior faults are fixed.
- 6.4 A go-kart which is judged to be unsafe by the Scrutineer shall not be driven until the go-kart is considered safe by the Scrutineer.
- 6.5 All points and penalties shall be shown in the Log Book and entered on the Lap Scorers Sheets.

## **7. ADMINISTRATION (MEMBERSHIP REFER A.I.D.K.A. CONSTITUTION)**

- 7.1 The joining fee for Affiliation to A.I.D.K.A. (listed in Appendix "E") is to be set at each AGM. Affiliation shall be implemented upon receipt of the joining fee by the A.I.D.K.A. Treasurer.
- 7.1.1 An annual fee for Affiliation to A.I.D.K.A. (listed in Appendix "E") is to be set at each AGM and is payable to the A.I.D.K.A. Treasurer to be deemed financial. Affiliation shall be implemented upon receipt of fee.

### **General**

- 7.2 All Clubs are to submit a partial season race calendar indicating the preferred dates for Blue Ribbon Events (Club, State, and Territory Championships), long standing annual events to A.I.D.K.A Secretary by 31<sup>st</sup> May of each year.
- 7.2.1 All Clubs are to submit a season race calendar to the Secretary of the Association by September 30 of each year.
- 7.2.2 The Association shall collate all Club race season calendars and arbitrate in the event of date clashes.
- 7.2.3 Twelve (12) race meetings per Club per year plus four (4) Education Days/ Promotional Days per year.
- 7.2.4 All Events on the Official A.I.D.K.A. Calendar shall be deemed to be sanctioned, unless notification is sent to the Affiliated Club Secretary. Sanction must be sought for Special Events or Events not mentioned on the A.I.D.K.A. Calendar. Application for this sanctioned Event must be in the hands of the A.I.D.K.A. Secretary at least thirty (30) days prior to the Event (to arrange specific Insurance Policies etc).
- 7.2.5 In the Event of Force Majeure (rain etc), Clubs can elect to run the Event at any time (i.e. next week, month). The new date must not clash with a major Title Event within the State or Territory.
- 7.2.6 Any new Club joining A.I.D.K.A. must comply with all safety Rules immediately. All Rules must be adhered to within twelve (12) calendar months from Affiliation acceptance by A.I.D.K.A.

## **8. RULES OF RACING**

- 8.1 No Junior Driver or Senior Driver is allowed to practice or compete on the track at the same time.
- 8.2 It is the Drivers responsibility to get their unit on and off the track as requested by the host Club and Officials of the day.
- 8.3 No Driver shall restart in a race if he or she was out of that race one (1) lap prior to the incident that took place causing the restart.
- 8.4 If a nominated Driver cannot make their dummy grid position, then the rest of the field will be adjusted by moving all Drivers up one grid position accordingly. If Drivers fail to take up their grid position once on the track, moving the row forward will close up the grid.
- 8.5 If a Driver is not in their rightful grid position while on the track, the Driver shall raise their hand to signal this to the Starter.
- 8.6 The pole position holder governs the speed of a rolling start. This speed shall not be excessive as to make it difficult for the karts at the rear of the field to keep formation.
- 8.7 From the time karts are released from the grid until the start is given, Drivers are under Starters order. Karts will cover one (1) formation lap before start may be given. The start shall be a rolling start. At the end of formation lap(s) Drivers will approach start area at a slow speed in two (2) lines. No lights will be on during the approach stage. Karts must maintain formation. No kart shall accelerate before the kart in pole position reaches the acceleration line (optional) or green light/flag is given. If starter is not happy with procedure he/she will switch on yellow light indicating a further form-up lap.
- 8.7.1 The acceleration line will be defined by the use of a marker cone on the infield
- 8.8 No karts shall accelerate faster than the pole position holder until the start signal is given.
- 8.9 No karts shall break formation until the start signal is given unless they break formation and decelerate because of unforeseen circumstances.
- 8.10 Any kart, which is to be overtaken, shall hold their line and not baulk the kart doing the overtaking.
- 8.11 A Driver who causes a kart to make contact with another kart or who drives or acts in a manner that could endanger them or any other persons may be penalised.
- 8.12 A Driver that is deemed to have deliberately displaced or spun out a fellow competitor shall receive a penalty greater than or equal to the points that the competitor would have received had the Driver not been disadvantaged.
- 8.13 A Driver shall not deliberately lift their front wheels with a pulling action on the steering wheel. This action is different to the bouncing of a kart.

- 8.14 No Driver shall push start their kart. There shall be at least one (1) pusher preferably two (2).
- 8.15 At no time shall a Driver permit their kart to be pushed or driven in the opposite direction of the race being run.
- 8.16 No kart shall be restarted during the running of a race, once the race has been started. Clutch driven karts are exempt provided the Driver has not left the seated position and assistance is not received to restart.
- 8.17 Any driver, who causes a race stoppage, due to a rollover or injury, or suspected injury shall not be allowed to compete in any restart of that race.
- 8.18 Any Driver may continue to race under protest in any position provided they approach the Drivers representative at the completion of the race at which time the Driver will be advised further.
- 8.19 If a kart comes to an unforeseen stop or loss of power in the path of other karts the Driver shall remain in the kart and raise their hand to indicate to the other Drivers the situation. Once safe to do so the Driver shall comply with 8.2 of Rules of Racing.
- 8.20 If while racing, the Driver has to exit the course, they may re-enter the track at the nearest possible point, provided they do not gain an advantage and do so safely and do not impede any other Drivers.
- 8.21 No Driver shall continue racing after the chequered flag is waved. All Drivers shall keep the kart circulating at a reasonable speed immediately after the chequered flag as not to impede other finishers.
- 8.22 To be classified a starter a Driver must face the starter and receive the green flag/light.
- 8.23 To be classed a finisher the Driver must pass fully over the finish line, on the track proper, seated in the kart with the kart under its own power.

## **9. GENERAL FORMAT**

- 9.1 Before racing shall commence on any race day a Drivers briefing should be held. At this briefing, comments from the Chief Steward, Starter and other relevant details shall be discussed. Driver's Representatives shall be appointed at this time. Probationary Drivers and Rookie Drivers should be addressed separately. Questions from Drivers should be invited.
- 9.2 Before racing commences there shall be an Ambulance in attendance or alternative State First Aid Service available. In the absence of an Ambulance or alternative State First Aid Service, Clubs may commence racing with a minimum of two (2) qualified persons trained in First Aid in attendance who shall manage and reassure a patient (diagnosis is not authorised). A First Aid Kit will be provided by the Club. Clubs are encouraged to seek advice from respective State First Aid Services for assistance in providing adequate First Aid equipment.
- 9.3 Clubs shall hold a copy of the "Current" First Aid Certificate of persons carrying out First Aid at the track in the absence of Ambulance or State First Aid Service personnel.
- 9.4 Transportation of a seriously injured patient from the track in need of diagnosis and/or medical treatment should be by recognised Practitioner/Ambulance Service.
- 9.5 There shall be at least two fire extinguishers available at all times.
- 9.6 Each Class of racing shall be contested over four (4) heats with an optional final or four (4) heats with a final only to decide the winner or four (4), six (6) or eight (8) heats with an option of dropping the worst heat.
- 9.7 A method of draw/reverse/middle/middle will determine grid positions for the four heats. (I.e. with 16 entries a possible draw is 1-16-9-8)
- 9.8 The maximum contestants in any one heat will be twenty (20) unless the A.I.D.K.A. National Track Safety Officer has specified a lower track limit.
- 9.9 Three (3) or more nominations must be present on the day for an Event to be run (excluding KT Single Classes), the organisers reserve the right to cancel any Event or to combine Classes if necessary to do so.
- 9.10 All KT Single Classes to be a minimum of five (5) Drivers per day. Five (5) nominations to constitute a class for KT Single Classes otherwise combine with other KT Single Class.
- 9.11 The maximum contestants in any final will be sixteen (16), unless an A.I.D.K.A. National Track Safety Officer has specified a lower track limit.
- 9.12 **Grid and Meeting Positions**
- 9.12.1 **Grid Draw Points - Definition**  
 "Grid Draw" points are calculated from the "Official Grid Draw" as per the following example. In a class of 12 drivers a driver has grid draws 1, 12, 6 and 7 for Heats 1 to 4. The "Grid Draw" points are calculated as follows (using the 20 point system).  
 (Grid 1 = 20 points) + (Grid 12 = 5 points) + (Grid 6 = 11 points) + (Grid 7 = 10 points) = 46 points

9.12.2

#### **4 Heats and Final (Optional) or 4 Heats (with a Final only to decide the Winner)**

##### **Final Grid Calculation**

The Final Grid positions are calculated as follows:

1. Highest point scorer over the 4 heats obtains lowest numbered final grid position.  
If two or more drivers have equal points, then...
2. The driver with the lower "Grid Draw" points for the 4 heats is allocated the lower numbered final grid position.  
If the drivers have equal "Grid Draw" points for the 4 heats, then...
3. The driver with the higher numbered first heat grid position (which is also the driver nearer the bottom of the result sheet) is allocated the lower numbered final grid position.

Note: In the case of oversubscribed classes the driver nearer the bottom of the result sheet list is allocated the lower numbered final grid position.

##### **Meeting Position – 4 Heats and Final**

The Meeting positions are calculated as follows:

Highest point scorer over the 4 heats plus the final is awarded the lowest numbered meeting position.

If two or more drivers have equal points, then...

1. The driver with the lower "Grid Draw" points for the 4 heats plus the final is awarded the lower numbered meeting position.
2. If the drivers have equal "Grid Draw" points for the 4 heats and the final, then...  
The driver with the higher numbered final grid position is awarded the lower numbered meeting position.

##### **Meeting Position – 4 Heats with No Final**

The Meeting positions are calculated as follows:

1. Highest point scorer over the 4 heats is awarded the lowest numbered meeting position.  
If two or more drivers have equal points, then...
2. The driver with the lower "Grid Draw" points for the 4 heats is awarded the lower numbered meeting position.

If the drivers have equal "Grid Draw" points for the 4 heats, then...

1. The driver with the higher numbered first heat grid position (which is also the driver nearer the bottom of the result sheet) is allocated the lower numbered meeting position.

Note; In the case of oversubscribed classes the driver nearer the bottom of the result sheet list is allocated the lower numbered meeting position.

9.12.3

#### **Meeting Position 4, 6 or 8 Heats with Option to Drop the Worst Heat**

The Meeting positions are calculated as follows:

1. Highest point scorer over the 4, 6 or 8 heats (worst heat dropped if the option is selected) is awarded the lowest numbered meeting position.

If two or more drivers have equal points, then...

2. The driver with the lower number of "Grid Draw Points" for the 4, 6 or 8 heats is awarded the lower numbered meeting position.

If the drivers have equal "Grid Draw Points" for the 4, 6 or 8 heats, then...

3. The driver with the higher numbered first heat grid position (which is also the driver nearer the bottom of the result sheet) is allocated the lower numbered meeting position.

Note: In the case of oversubscribed classes the driver nearer the bottom of the result sheet list is allocated the lower numbered final grid position.

## **10. WEIGHTS**

10.1 Minimum weights for Driver combined with Kart are set out in the Table below:

Class	Combined Weight
Rookies	No Combined Weight
J Junior Light	95kg
J Junior Heavy	115kg
J Open	115kg
KT Light	120kg
KT Medium	140kg
KT Heavy	160kg
KT Twin	160kg
Statesman	140kg
125cc Light	135kg
125cc Heavy	160kg
100cc Open	140kg
200cc Open	160kg
Outlaw	160kg

- 10.2 A.I.D.K.A shall procure scales on behalf of Clubs (as determined by National Council). Clubs shall be responsible to maintain and carry out any repairs necessary. Approved and supplied scales shall be capable of weighing both Kart and Driver. The scales are to be set out on a level concrete pad and the base of the scales is to be bolted to the pad. The scale platform is to be built to A.I.D.K.A. standard specifications. Karts are to be weighted in one direction, which is to be clearly indicated on the scales.
- 10.3 A person who contravenes Rule 11.1(Table) will be guilty of an offence and be liable to penalty. The offence shall be Appendix "C" Penalty 3 (loss of points for heat).
- 10.4 Maximum kart weight for J Junior when a Light Class is offered shall be 70kg or a combined weight of 105kgs when a light class is not offered. A J Junior driver may race in one (1) weight class only on the day. Maximum Kart weight for KT Medium and KT Heavy Classes when a Light Class is offered shall be 75kg and 85kg in 125cc Heavy Class when a Light class is offered. Maximum kart weight to be determined prior to karts leaving the out grid.
- 10.5 Weights must be attached to the frame or seat only. Weights less than 3kg must be fastened with a minimum 8mm high tensile bolt and locknut. Weights above 3kg must be fastened with a minimum of one additional 8mm high tensile bolt and locknut per 5kgs or part thereof. All weights must have 30mm washer placed against both the bolt head and the securing nut.
- 10.6 No additional weight is to be carried on person.
- 10.7 It is the driver's responsibility to ensure the combined kart and driver weight is above minimum weight specified in Rule 11.1 for the nominated class. Scales shall be available for drivers to use at all times. Officials may check kart weights or kart and driver combined weight at any time during the race meeting.
- 10.8 Competitors must weigh to the scales of the day. Should a Competitor fail their first (1<sup>st</sup>) weight test they may request one additional test. This reading shall not be questioned and will be considered correct. No further correspondence shall be entered into. Karts and Drivers may be weighed at any time.

## **11. CLASSES**

- 11.1.1 **Rookie**  
(a) Restricted to drivers as defined in Rule 5.5 or any driver less than 8 years of age.  
(b) Single Yamaha KT100J Engine as per Rule 11.2 with an A.I.D.K.A Approved and issued Restrictor fitted between the header and motor which all exhaust gas must pass through.
- 11.1.2 **J Junior – Light, Heavy**  
(a) Restricted to Junior drivers as defined in Rule 5.5  
(b) Single Yamaha KT100J Engine as per Rule 11.2
- 11.1.3 **J Open**  
(a) Senior Drivers.  
(b) Single Yamaha KT100J Engine as per Rule 11.2
- 11.1.4 **KT – Light, Medium, Heavy**  
(a) Senior Drivers.

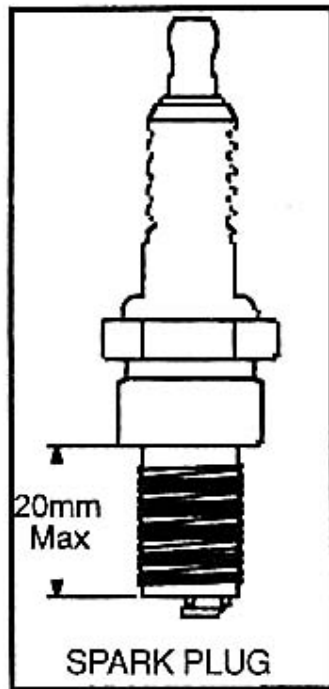
- (b) Single Yamaha KT100S Engine as per Rule 11.3
- 11.1.5 **Statesman**  
 (a) Restricted to Drivers who are at least 40 years of age by January 1<sup>st</sup> in the year of racing.  
 (b) Single Yamaha KT100S Engine as per Rule 11.3
- 11.1.6 **KT Twin**  
 (a) Minimum age Sixteen (16) years.  
 (b) Two Yamaha KT100S Engines as per Rule 11.3  
 (c) Left hand conversion allowable on Left hand motor only.  
 (d) ARC Centrifugal clutch with electric start conversion optional.  
 (e) Header pipe may be modified to suit chassis but length and inside diameter must comply with Rule 11.3.5
- 11.1.7 **125 – Light, Heavy**  
 (a) Minimum age Sixteen (16) years.  
 (b) The only eligible engines are the IAME Parilla 125cc LEOPARD as per rule 11.4, ROTAX FR125 Max as per rule 11.5 and the PRD 125cc Fireball as per Rule 11.6
- 11.1.8 **100cc Open**  
 (a) Minimum age Sixteen (16) years.  
 (b) Any CIK homologated single cylinder series production air or water cooled 100cc engine + 10%.
- 11.1.9 **Outlaw**  
 (a) Minimum age Sixteen (16) years.  
 (b) Any motorcycle manufactured brand single cylinder 2 or 4 stroke motor up to 250cc + 10%.  
 (c) Must run with gearbox, fully operational clutch, not exceed acceptable noise levels and have an operational kill switch.  
 (d) All karts with gearboxes must run under outlaw specifications.  
 (e) Must run a rear wing fitted horizontally behind the driver, manufactured from plastic or fibreglass and must conform to the following specifications. Width tube a maximum of 90% and minimum of 45% of kart width measured at the widest point of the side pods, length to be between 100mm and 250mm, height to be a maximum of 850mm measured from the ground level to the highest point of the wing and has a minimum height of 375mm.  
 The leading edge shall be no closer than 75mm behind the seat measured between two vertical edges in parallel. Leading and trailing edges must be rounded, must be non-adjustable while in motion, no part of the radiator (if fitted) shall protrude above the lowest part of the wing. Side number plates must be fitted. All scrutineering of the wing specifications shall take place post race meeting only. No roll cages and torsion bars (wing supports and wings acceptable).
- 11.1.10 **200cc Open**  
 (a) Minimum age Sixteen (16) years.  
 (b) 130cc to 200cc (+10%)
- 11.2 **KT100J Specifications**
- 11.2.1 This section covers the KT100J series engine which conforms to the Yamaha specifications as approved by A.I.D.K.A. Any alterations / modifications are strictly prohibited except as specifically authorised within these rules.
- 11.2.2 **External Modifications:**  
 External modifications which do not in any way effect a performance gain are legal.
- 11.2.3 **Internal Additions:**  
 No additional material may be added except in the case of engine repairs and shall only restore engine or components to original specifications excluding the cylinder.  
 (The cylinder may be repaired except on the timed area and the cast areas of all ports).  
 (a) The use of thermal barrier coatings/ceramic coatings on or in the engine/engine components and on or in exhaust components is prohibited.  
 (b) The use of anti-friction coatings on or in the engine/engine components is prohibited.
- 11.2.4 **Legal Additions:**  
 Shall be limited to the following: Chain guard, motor mount, direct drive gear, carburettor return springs, extension of carburettor jet needles, \ third bearing and adaptor, temperature gauge, tachometer, air-cleaner and adaptor.

11.2.5 **Clutch:**

- (a) J class Rookies have the option to use a “STRIKE” clutch only as an aid for driver education. No other brand is to be permitted. Clutches are “NOT to be Permitted” for competition in “All” other “J” classes, e.g.: J Junior {Light and Heavy} and J Open. This applies to all State, Territory and National Titles as well Club Competition Events.
- (b) All engines fitted with a clutch must have an ignition kill switch
- (c) A.I.D.K.A may approve additional clutches for use in this class.

11.2.6 **Non-Tech Items:**

- Are gaskets, seals, big end roller/cage, little end spacers, rings, washers, cages, fasteners, fulcrum spring (carburettor meter levering spring), spark plug and spark plug lead and cap, gudgeon pins, main bearings, engine sprocket and key.
- (a) Unless specified, non-tech items are to be of the same type and style as the original. No alteration from the original manufacturer’s specifications is permitted to fit a non-tech item.
  - (b) Head gasket/s must be retained.
  - (c) Cylinder base gaskets are dimensionally free.
  - (d) Carburettor base and phenolic spacer gaskets are dimensionally free.
  - (e) Only crankcase half gasket may be formed from liquid gasket compounds.
  - (f) Cylinder base adjusting shims/spacers may be of any material and must be of uniform thickness.
  - (g) Spark plugs must have a maximum engagement length of 20mm (without the washer).



- (h) A direct drive sprocket (complete) can not weigh more than 100 grams.
- (i) A direct drive sprocket retaining nut cannot be made from a hex material greater than 19mm AF.
- (j) Clutch non-tech items are clutch sprockets, bearings, bushes, spacers and fasteners & woodruff keys.

11.2.7 **Displacement:**

The maximum piston and stroke are: Piston-51.00mm Stroke-50.05mm

11.2.8 **Cylinder Ports:**

- (a) All cylinder ports and passages must remain in as cast condition. No grinding is permitted at the junction of the cast iron liner and the aluminium passages. The only exception being the local grinding of the ejection pin protrusion in the inlet passage adjacent to the external cylinder face.
- (b) No chamfer on port edges is permitted.
- (c) Maximum diameter of inlet passage at the external cylinder face is 19.2mm.
- (d) Inlet tract length including gaskets from cylinder wall to carburettor gasket face is to be 53.00mm minimum to 56.00mm maximum including gaskets in front of and behind phenolic

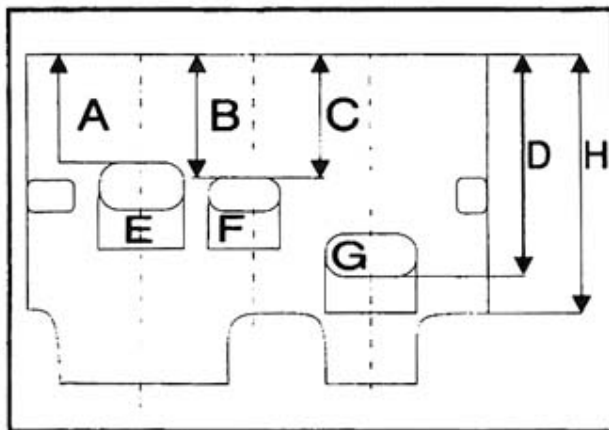
spacer.

(e) Sandblasting, glass bead blasting, peening, acid etching, spark eroding and/or any other method of metal removal or displacement is not allowed.

(f) Check the port height and width as per diagram.

(g) All machined surfaces may be re-machined as long as engine is within any other specifications within the rules.

(h) Distance from the top of the cylinder liner to the top of exhaust port shall be a minimum of 34.3mm. Spacers/gaskets may be used to achieve correct cylinder length/dimension in accordance with this rule, but must be in addition to the existing gasket.



CODE	DIMENSION
A	34.30mm min
B	41.30mm min
C	40.30mm min
D	not applicable
E	29.60mm max
F	24.45mm max
G	30.60mm max
H	not applicable

Cylinder measuring procedure

#### 11.2.9 Engine Compliance

Refer to appendix "F" for procedure

#### 11.2.10 Cylinder Head:

(a) Must be original Yamaha casting.

(b) The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be permanent and non-adjustable.

(c) The combustion chamber style is required to have a squish band and chamber which are Visually concentric to the spark plug.

(d) The combustion chamber volume shall be a minimum of eleven 11cc.

Refer to Appendix "F" for procedure.

(e) The combustion chamber/squish area shall not protrude beyond the gasket sealing face of the cylinder head.

(f) The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.

(g) Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 33.5mm.

(h) Repairs to the spark plug sealing face must be by addition of weld material only and re-machining to a flat surface.

#### 11.2.11 Piston:

(a) Must be approved and stock appearing.

(b) Legal pistons are Yamaha, KSI or Strike. Piston crown to be as cast. The chamfer on the skirt of the piston is to be not more than 0.9mm maximum. It is permissible to notch the piston to allow for earless cir-clips. The piston skirt length may be machined, providing it conforms to the current specifications as laid down in these Rules of Racing.

NOTE: Skirt length must be equal distance on both sides

#### 11.2.12 Connecting Rod:

The connecting rod can be either of the following:

(a) Yamaha (P/N 397-11651-00, P/N 50w11651-00, P/N 787-11651-01, P/N 7f6-11651-02.

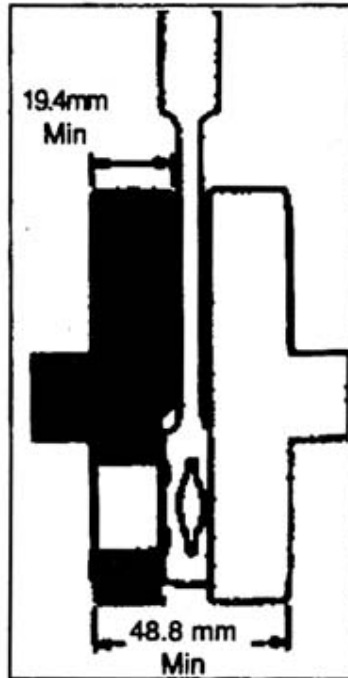
Or

(b) KSI - No polishing or shot peening allowed.

Minimum/Maximum rod length centre to centre 99.87mm - 100.13mm.

11.2.13 **Crankshaft:**

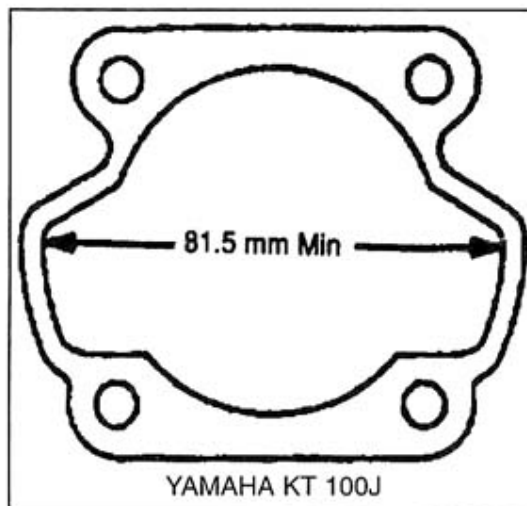
Must be stock and have a minimum width across the top of the crank wheel of 48.8mm. Plugging of the counter balance recesses, shot peening, polishing is forbidden. Crank pin is to be the standard solid pin. It is permissible to recondition the crankshaft main shaft by plating. The minimum diameter of the crankshaft is 93mm. Repair of the drive side crankshaft end, where the threaded section has broken off by drilling and tapping the centre of the crank to accept an M6 or M8 screw.



*Diagram is for dimensional uses only*

11.2.14 **Crankcase:**

The crankcase ports will remain as cast. The minimum chordal distance measured with a vernier calliper across the widest section of the transfer ports shall be 81.5mm minimum (as per diagram). Existing crank-cases that are narrow may be spaced with a thicker gasket.



#### 11.2.15 Ignition:

- (a) Must be external rotor type and OEM supply.
- (b) Both C.D.I. and T.C.I. ignition units and stator coils as supplied by Yamaha are eligible.
- (c) No modifications or internal repairs to the "black box/control modual" or stator coils on the TCI and CDI ignition systems with the exception of the spark plug lead, which can be repaired externally only unit are eligible.
- (d) No C.D.I. unit shall vary more than one (1) degree between 5,000RPM and 10,000 rpm.
- (e) It is permissible to repair/replace the connector for both CDI and TCI modules and mating wire.
- (f) Maximum inside diameter measurement of the ignition rotor to be 62.00mm.

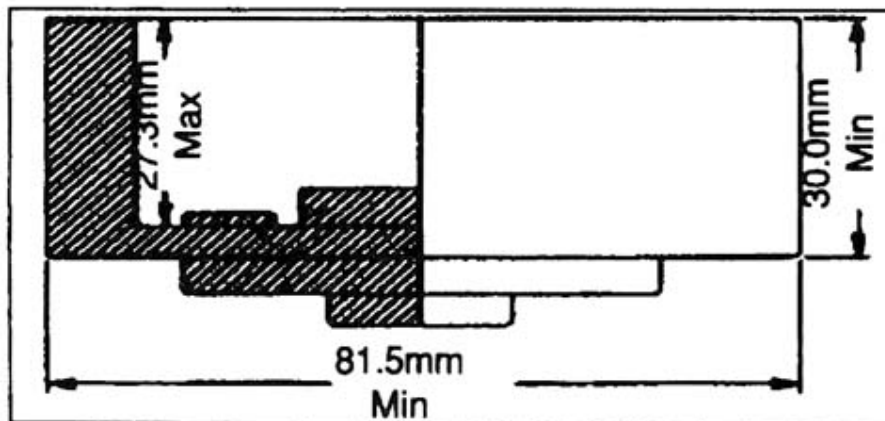


DIAGRAM IS FOR DIMENSIONAL REFERENCE ONLY

#### 11.2.16 Carburettor:

Must be Walbro WB Series conforming to dimensions (as per diagram).

(Note: WB24 Model is not eligible).

Manufacturer - No additional holes or machining is permitted except:

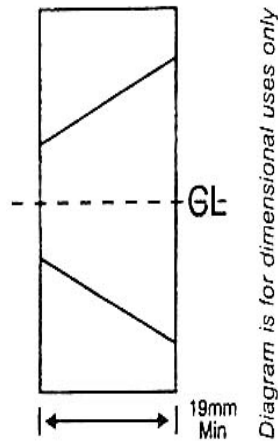
- (a) It is permissible to machine the Walbro carburettor body to:
  - (i) Conform to dimension E
  - (ii) Conform to dimension C
  - (iii) Accept an O ring for the low speed jet.
- (b) A threaded butterfly screw must be retained, countersunk screws are not permitted. Butterfly and shaft must be as manufactured.
- (c) It is permissible to repair the inlet seat and throttle shaft bore in the Walbro carburettor.
- (d) It is permissible to enlarge only existing fuel/air holes, but they may not be deleted or relocated.
- (e) All air must pass through the carburettor venturi.
- (f) **Measurement Code:**
  - (i) As cast maximum Venturi diameter 24.13mm.
  - (ii) As cast (area will extend from the front of the carburettor to the progression discharge jet which must have all or portion of this jet in the cast area).
  - (iii) Maximum downstream diameter 25.7mm.
  - (iv) Butterfly shaft must be located at the bore centre.
  - (v) Minimum carburettor body length of 37.5mm.

#### 11.2.17 Pressured Fuel Systems:

Fuel pump or pressurised fuel systems are forbidden. Squeeze type pump between the fuel Tank and carburettor is permitted.

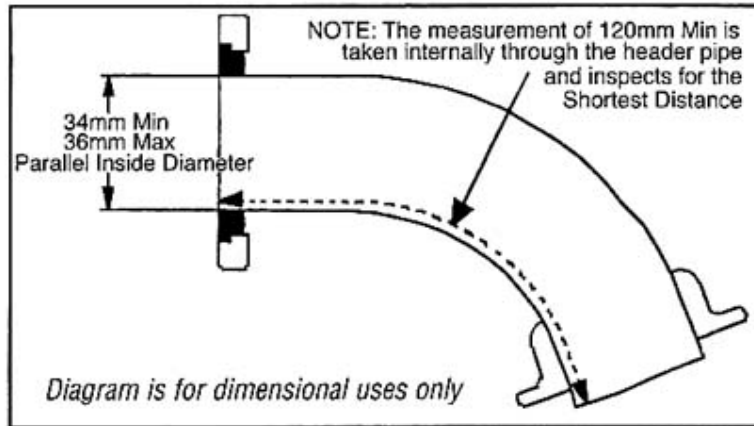
#### 11.2.18 Phenolic Spacer:

To remain as moulded by Yamaha factory and conform to the diagram below. Drilling of the phenolic spacer mounting holes is permitted. Sealing face may be re-faced.



**11.2.18 Exhaust Header Pipe:**

This item is not restricted to the original manufacturer but must completely conform to the type (style) of the original header pipe.  
 Inside diameter must be parallel. Length 120mm minimum (per new measuring method).  
 Maximum inside diameter of 36mm. Minimum diameter 34mm. (as per diagram).  
 Modifications to fit exhaust gas temperature gauge sensor is permissible.



**11.2.19 Exhaust Muffler**

Mufflers must conform to the following measurements

Muffler diagram – needs to be supplied

**11.2.20 Exhaust Header Studs:**

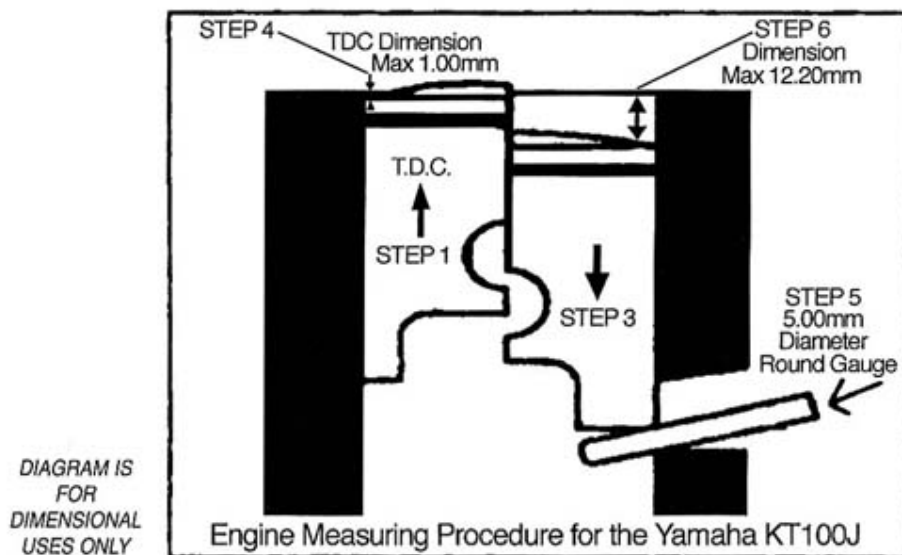
Must remain in their original position.

**11.2.21 Internal Parts:**

The internal parts must be finished as per Yamaha factory specifications.

**11.2.22 Engine Measuring Procedure (Using Official A.I.D.K.A. Gauges):**

The A.I.D.K.A. Gauges have been designed to make engine measuring quick and easy. If an engine fails when measuring with the gauges; the competitor may request that the engine be re-measured using Master Gauges held by the A.I.D.K.A. National Technical Officer.



**Procedure as follows:**

- Step (1) Remove the cylinder head.
- Step (2) Remove head gasket. If more than one (1) head gasket is present remove only the top head gasket. The additional gaskets must remain for all further engine measuring compliance.
- Step (3) Torque down the cylinder.
- Step (4) Fit 1mm gauge and rotate engine to top dead centre. If piston fails to contact gauge, engine is deemed illegal.
- Step (5) Insert 5mm diameter piston stop gauge in bottom of inlet port. Rotate engine until piston stop gauge contacts firmly.
- Step (6) Insert 12.2 gauge into bore above gudgeon pin centre line against cylinder wall. Gauge must not contact top of barrel, plus any additional head gaskets fitted.
- Step (7) Check exhaust port height.

**11.3 KT100S Specifications**

11.3.1 Single KT 100S Piston Port Engine only as manufactured by Yamaha with standard external appearance (no left hand conversions) from carburettor inlet to barrel exhaust outlet. Engine Capacity 100cc (+10%). Piston port engine must retain piston induction only (no reed or rotary induction allowed). External modifications which do not in any way affect a performance gain is legal.

**11.3.2 Legal Additions**

Legal additions shall be limited to the following:  
Air cleaner, chain guard, motor mount, direct drive gear, extension of carburettor jet needles, carburettor return springs, third bearing and adaptor, temperature gauge and tachometer, fin dampeners, fasteners, gaskets, joiners in spark plug leads, non-original spark leads, carburettor diaphragm cover breather pipes, air cleaner mount, non original spark plug caps are allowable.

**11.3.3 KT Ignition**

The standard KT 100S (unmodified) ignition to be used, the fitting of the following modules as an alternative to the standard KT 100S ignition module is permissible: Yamaha, Victa, Atom, Delta, Wei/Shieh, Sig, Nova, PRD, and TCI. The fitting of the PRD ignition system as an alternative to the Yamaha ignition system is permitted.

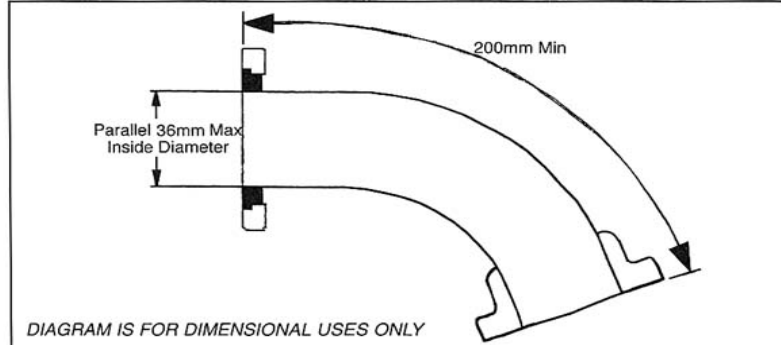
**11.3.4 Crankshaft & Connecting Rod**

Crankshaft must be the original KT 100S with a maximum stroke of 46.20mm. The Connecting Rod must be original KT100S, KT 100J or KSI replacement.

**11.3.5 Exhaust Header Pipe**

- (a) This item is not restricted to the original Manufacturer but must comply to the type (style) of the original header pipe (as approved by A.I.D.K.A.).

- (b) Inside diameter must appear parallel.
- (c) Outside length must be a minimum of 200mm.
- (d) Maximum inside diameter of 36mm. Refer to diagram.
- (e) Modifications to fit exhaust temperature gauge is permissible.
- (f) Flex/pipe location flange must be visibly in line with the end of the header. Refer to diagram.



KT 100S exhaust header pipe (Supplied by Yamaha Motor Company, April 1989)

11.3.6 **Clutch**

A clutch is not permitted in this class except KT Twin Class (refer 11.1.6).

11.3.7 **Cylinder**

The cylinder must be of original Yamaha KT 100S manufactured materials. Porting/machining is allowable.

11.4 **Parilla 125cc LEOPARD Specifications**

11.4.1 Neither the engine nor any of its ancillaries may be modified in any way likely to improve performance, unless specifically authorised within these Rules of Racing. The engine must be Australian delivered and imported by Remo Racing Pty Ltd to be eligible for competition. Remo Racing Pty Ltd has all engine numbers recorded. Only Genuine IAME components that are specifically designed and supplied for the Parilla Leopard 125cc Engine are legal, unless otherwise specified

11.4.2 **Displacement:** 123.67cm<sup>3</sup>, Bore 54.00mm, Stroke 54.00mm. Maximum Bore 54.40mm.

11.4.3 **Cylinder:** All ports must be of intended design, conforming to drawings supplied by the manufacturer. No modification or grinding is permitted. Cylinder length 89.1 +/-0.1mm. Water connections are free but must retain the homologated position and threaded sizes.

11.4.4 **Cylinder Head:** Aluminium cylinder head must be of original engine manufacture and conform to drawing supplied by manufacture. No material to be added except for spark plug thread repair. Distance from spark plug sealing face to combustion sealing face 32.8mm +/-0.25mm. The combustion chamber shall be a minimum of 9.5cc. Water connections to the cylinder head are free but must retain the homologated position and threaded sizes.

11.4.5 **Crankcase, Crankshaft and Conrod:** Crankcase, crank-shaft and Conrod shall conform to drawings supplied by manufacturer.

11.4.6 **Piston:** Piston must be original, supplied by IAME with "IAME sud" marking on dome and conforms to drawing supplied by manufacturer. No Modifications allowed. Gudgeon pins – No special alloys

11.4.7 **Clutch:** Must be of original manufacture and conform to manufactures drawing with part number A-120840A marked. No modifications permitted.

11.4.8 **Reed Block and Reed Valves:** Reed block and reed valves must be of the same style as the original IAME. Reed pedal thickness 0.3mm +/-0.08mm. Carbon fibre reeds are allowable.

11.4.9 **Carburettor:** The only permissible carburettor is the TILLOTSON MODEL HL-334A and MODEL HL-334 AB. The parallel Carburettor Venturi bore must not exceed 23.25 mm at any point. Carburettor manifold must be original IAME. It is permissible to enlarge only existing fuel/air holes, but they may not be deleted or relocated.

(a) "B" Carburettor may be machined to "A" specs, however any machining of the carburettor convergent entry cone and any blend radius is not permitted to be machined past the front face of the dump tube. The dump tube, whilst dimensionally free in terms of internal passages must be retained and located in its supplied position. The ball and its retaining plate must remain in place.

- (a) The progression discharge jet to remain in the “as cast area” this is the transition area between the venturi and throttle bore. This area is machined in both the HL334 A and HL334B.
- (b) The throttle bore size has a maximum of 25.5mm. No sleeving of the throttle bore is permitted.
- 11.4.10 **Filter:** The air filter/air box is a non-tech item.
- 11.4.11 **Ignition:** There are two types of ignition permitted:
- (a) Selettra 4 pole, incorporating included charging system as supplied by manufacturer.
- (b) IAME S.p.a. Selettra Digital-K Ignition System – This is the later “key start” type ignition. Woodruff key must be retained and no modifying permitted. In the event of required repairs the plastic fittings registered and homologated as parts of the electrical looms for the ignition and starter assembly are permitted to be replaced with non-supplied fittings.
- 11.4.12 **Muffler:** The only permissible exhausts allowed are those that conform to the drawings in the homologation papers. Original header pipe supplied with engine must be used. It is permissible to fit an exhaust flange support bracket to the original header pipe. Any such support must not exceed 60mm in length and 40mm width.
- 11.4.13 **Cooling System:** IAME as supplied by manufacture or PRD Fireball radiator 35x20cm
- 11.4.14 **Non-tech Items:** Battery, Air Filter, Water Hoses, Hose Clamps, Water Pump, Thermostats, Axle Pulley and O-Rings, Drive sprockets, Chain Guard, Fasteners, Spark Plugs, Spark Plug Lead and Cap, Exhaust Flex, Gaskets, Seals, Bearings. The use of a ital sport starter motor is permitted as replacement to the original starter. No alterations from original manufactures specifications is permitted to fit a non-tech item.
- 11.4.15 Homologated Drawings are available from the A.I.D.K.A web site.
- 11.5 BOMBARDIER ROTAX FR125 MAX**
- Neither the engine nor any of its ancillaries may be modified in any way likely to improve performance, unless specifically authorised within these Rules of Racing. Only genuine Rotax components that are specifically designed and supplied for the FR125 engine are legal, unless otherwise specified. The engine must have the official Formula Rotax Australia stamp on the crankcase in two (2) places and also on the reed block face of the cylinder to be eligible to compete.
- 11.5.1 **Internal and External Additions:** No additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications.
- The use of thermal barrier coatings/ceramic coatings on or in the engine and on or in the exhaust system is prohibited.
  - The use of anti-friction coatings in or on the engine/engine components is prohibited.
  - The only exceptions to this are the glnisil coating of the cylinder bore and the coating to the piston skirt.
- 11.5.2 **Legal Additions:** Chain guard, motor mount, radiator mount, temperature gauge and tachometer/hour meter, exhaust gas temperature fitting.
- 11.5.3 **Non-tech Items:** Battery, Fuel Filter, Radiator Hoses, clamps pulse line, switches, ancillary mounts, fasteners, circlips, washers, bearings, spark plugs, gaskets, o-rings, piston pin, springs, seals, clutch drum, drive sprocket, rings, starter motor, clutch flywheel, thermostats and housings. No alteration from original manufactures specification is permitted to fit a non-tech item.
- 11.5.4 **Cylinder Head Volume:** Minimum of 11.0cc.
- 11.5.5 **Displacement:** 125.0cm<sup>3</sup> maximum.
- 11.5.6 **Combustion Chamber Insert:** Identification code has to be 223 389. 223 389 1 or 223 389 2. No material may be added except to repair the spark plug thread and or spark plug seal surface. Machined surfaces may be re-machined if using cylinder 223997. Cylinder head insert must retain both the squish band and visually spherical combustion chamber. O-Ring must be fitted. The combustion chamber/squish area shall not protrude beyond the ceiling face of the head insert. “Rotax” and/or “Made in Austria” must be cast in the combustion insert.
- 11.5.7 **Spark Plug Thread Length:** Maximum spark plug thread length shall be 20mm.
- 11.5.8 **Piston:** OEM only, uncoated or coated, aluminium cast piston with one (1) 1.0mm rectangular piston ring. The piston has to show on the inside the works “ELKO” and “Made

in Austria” in the casting. Machined areas are: top end of piston, outside diameter, one groove for the piston ring, bore for the piston pin, inside diameter at bottom end of piston. All other surfaces are not machined and have a cast surface.

- 11.5.9 **Gudgeon Pin:** Gudgeon pin to be made of magnetic steel and same style as OEM.
- 11.5.10 **Cylinder:** Light alloy cylinder with GILNISIL plating, configuration with one main exhaust port and pneumatic adjust valve. Any replating is not allowed. Maximum bore: 54.035mm (measured 10mm above the exhaust port). Cylinder has to be marked with the Rotax logo, identification code 223 997 or 223996. All ports and passages are cast finish except some pre-existing factory removal of flashing. All ports have chamfered edges to prevent ring snagging. Any additional machining is not permitted. Cylinder must have the official Formula Rotax stamp on the inlet face. Piston travel check using 5.0mm rod. Minimum 32.8mm, Maximum 33.8mm. If you are using cylinder 223996 or any future cylinder evolution, the cylinder must remain as supplied by the manufacturer and cannot be re-machined. Height of cylinder must be 87mm with tolerance of  $-.05/+0.1$  mm. Due to manufacturing procedures some cylinders may have been machined on the exhaust flange
- 11.5.11 **Cylinder Base Gaskets:** Must be dimensionally the same size and shape as original and cannot be designed to decrease the size of the transfer ports.
- 11.5.12 **Inlet System:** Intake manifold is marked with the name Rotax and the identification code 267915, No grinding or machining is permitted, however some factory flash removal may be present at the junction of the inside contour and the carburettor stop mounting face. This is a manual trimming operation consisting of a small corner break of less than 1mm in width. Reed valve assembly is marked with the name Rotax and the identification code 22438 or 224389. The reed valve assembly is equipped with two (2) pedal stops and two (2) reeds, each having three (3) pedals.  
The maximum allowable width between the inside faces of the two (2) metal reed valve stops is 22.0mm. The thickness of the reeds is  $0.6\text{mm} \pm 0.08\text{mm}$ . Maximum reed block gasket thickness is 4.0mm. The addition of one Rotax reed block gasket, maximum of 1.0mm between the carburettor manifold and the reed block is permitted.
- 11.5.13 **Exhaust Power Valve:** As supplied by the manufacturer with no modifications allowed, maximum thickness of Power Valve gasket/s is 2.0mm. Original spring must be fitted. Any external adjustment or blocking to this once the engine is running is illegal. Additional fasteners or securing devices may be fitted/added. Length of exhaust valve is  $36.5\text{mm} \pm 0.2\text{mm}/-0.3\text{mm}$ , Width of collar is  $4.8\text{mm} \pm 0.3\text{mm}$ . Exhaust valve evolution is approved ID 230260.
- 11.5.14 **Crankshaft:** As supplied by the manufacturer with no modifications permissible. Stroke  $54.5\text{mm} \pm 0.02\text{mm}$ .
- 11.5.15 **Balance Shaft:** No modification allowed. Must be installed and operational. Minimum weight of the dry balance shaft must be not less than 355 grams for balance shaft, Rotax part number 237 945 and 255grams for balance shaft, Rotax part number 237 949. Balance gears must be installed and must be correctly aligned according to the instruction in the repair manual.
- 11.5.16 **Conrod:** As supplied by the manufacturer. Any grinding/ polishing or modification is not permitted. Conrod has to be marked with number “213” or “365” or “367” on shaft, (illustration 4, (7)).
- 11.5.17 **Crankcase:** As supplied by the manufacturer. Zero grinding/ polishing in the two main transfer passages. Must have the official Formula Rotax Australia stamp on the crankcase deck, either part no. 211870 or 211871 is permitted.
- 11.5.18 **Ignition:** DENSO digital ignition only, no adjustment permitted or possible. Ignition coil has the following marks close to the outlet of the high-tension cable, cast in the case. DENSO and 129000. The ignition coil must have 3 pins at the terminal. The only allowable spark plug cap is NGK Type TB05EMA. Any modification to any part of the ignition system and/or crank-shaft to alter ignition timing or rev limiter is illegal. The ignition pickup must be marked with the numbers 029600-0710, followed by a variable production code in the second line.
- 11.5.19 **Carburettor - DELL'ORTO:** The carburettor body, slide, needle, atomiser tube and atomiser insert (either spec 1 or spec 2 is permissible) to remain as originally supplied and cannot be subject to any modification. No additions or additional machining filing, drilling or

polishing etc is permitted to these items; this includes the bore/throat. "VHSB 34" cast in the housing of the carburettor. "QD" or "QS" stamped in the housing of the carburettor. Atomiser tube stamped with "266 FN". Needle stamped with "K 54" or "K 27" or "K98" or others as nominated in the future. Slide marked #40 only. The size of any hole or any of the following is unregulated: main jet, needle and seat, pilot jet, pilot jet emulsion insert choke jet. The position of the float/float arms and the weight of the floats are unregulated. All items (jets, needles etc) referred too must be present and operational. With the exception of the choke, no changes or adjustments can be made to the carburettor once the engine is running.

- 11.5.20 **Fuel Pump:** Original MIKUNI diaphragm pump only. Place of fixing is free.
- 11.5.21 **Radiator:** Genuine supplied radiators for Rotax model numbers small is ERWW06 and large ERWW11. Genuine supplied radiators for Parilla. Model numbers small T 8000 and large T 8000A. Additional cooling devices are not permitted. The removal of the thermostat from The cylinder head cover is acceptable
- 11.5.22 **Clutch:** Dry Centrifugal Clutch - using genuine components only. Whilst on level ground the kart (with Driver in kart) must start to move under its own power, when the engine speed reaches 3000 rpm or less. The use of a PRD clutch drum and sprocket as supplied by manufacturer. (Optional)
- 11.5.23 **Intake Silencer:** The original intake silencer must be fitted. The original foam air filter may be replaced with either a flat style or cylindrical style filter providing all air to the engine passes through the air box intake tube.
- 11.5.24 **Exhaust System:** Must be supplied by Rotax and cannot be modified except for, a) the replacement of the silencer absorption material and/or b) the addition of an exhaust gas temperature fitting. Standard engine/pipe coupling must be used. Exhaust pipe with after muffler. Length of inlet cone: type a and type b: 592mm +/- 5mm (measured along the body of the exhaust pipe, not the seam, from the beginning of the exhaust to the start of the cylindrical part). Length of the cylindrical part of the exhaust pipe: type a and type b: 125mm +/- 5mm. Length of end cone: type a: 250mm +/- 5mm type b: 225mm +/- 5mm. Outside diameter of 180 bent tube: type a: 30mm +/- 3mm type b: 41mm + 1.5mm - 1.0mm (measured at beginning end of bend). Hole diameter of end cap of silencer 21mm +0.2mm - 0.5mm. Painting/plating of the exhaust muffler is permitted with the exception of thermal barriers/coatings/paint. NOTE: Any accidental damage to the unit will not incur a technical breach of these Rules of Racing, however any attempt to modify or alter the exhaust system by cutting, or fabrication will automatically remove eligibility of the exhaust system. Welding of the exhaust system to repair a crack, hole or to fit a patch etc. is permitted. Only one exhaust gasket is permitted, maximum thickness of 2mm.
- 11.5.25 Exhaust Muffler: Noise isolating mat can only be replaced by an original Rotax spare part. End cap rivets may be replaced with bolts/cap-screws etc.
- 11.5.26 Homologated Drawings are available from the A.I.D.K.A web site.

## 11.6 PRD FIREBALL 125CC

Neither the engine nor any of its ancillaries may be modified in any way likely to improve performance, unless specifically authorized within these Rules of Racing. The engine must be Australian Delivered to be eligible to compete.

- 11.6.1 **Cylinder:** Must be OEM, All ports and passages are cast finish except some pre-existing factory removal of flashing. No modifications to the ports accepted. Maximum bore 54.28mm
- 11.6.2 **Cylinder Head:** Must be OEM, Minimum volume of 9.5cc, Modification to the cylinder head to achieve minimum ccs is acceptable. Must retain both squish band and spherical combustion chamber.
- 11.6.3 **Crankcase & Crankshaft:** Must be OEM with no modifications. Maximum stroke 54.004mm
- 11.6.4 **Conrod:** Must be OEM, PRD Medium Weight 120grams +/- 2, No modifications.
- 11.6.5 **Piston:** Must be OEM, coated and uncoated pistons allowed as supplied by the manufacture. No modifications.
- 11.6.6 **Clutch:** PRD Three Shoe Clutch, with light, medium or heavy shoes or PRD/Horstman FX-100 Clutch, No modifications allowed.
- 11.6.7 **Reed Valve:** Reed valves must be of the same style as the original. Minimum thickness 0.24mm
- 11.6.8 **Carburettor:** Only permissible carburettor is the Tillotson model HL-360A. Carburettor venturi must remain as supplied from manufacture.
- 11.6.9 **Ignition:** Must be OEM, PRD or PRD/Opama
- 11.6.10 **Exhaust System:** OEM Header only, Muffler must be OEM Straight PRD9037/95A or IAME Leopard 10718. No modifications allowed except the addition of an Exhaust Gas Temperature fitting.

- 11.6.11 **Radiator:** Must be OEM or a IAME Leopard 125 radiator.
- 11.6.12 **Non-tech Items:** Battery, Fuel Filter, Air filter, Radiator Hoses, Clamps, Water pump, Thermostat, Axle pulley & o-rings, drive sprocket, Switches, Fasteners & Sparkplugs. No alterations from original manufactures specifications is permitted to fit a non-tech item.
- 11.6.13 Homologated Drawings are available from the A.I.D.K.A web site.

## **12. DRIVERS**

- 12.1 Drivers are not permitted to race whilst under workers compensation.
- 12.2 Drivers under medical treatment shall produce a medical certificate before racing.
- 12.3 If a Driver requires glasses then that Driver shall wear glasses while racing.
- 12.4 If glasses are worn then the glasses shall be covered with a shatterproof visor or goggles.
- 12.5 All Drivers shall be members of an ambulance fund or shall be suitably insured for ambulance travel.
- 12.6 All Drivers and crews shall obey the instructions of an official.
- 12.7 All Drivers shall report to the Stewards or officials when requested to do so.

## **13. PROTECTIVE CLOTHING (Whilst Operating A Kart Under Power)**

- 13.1 All Drivers must wear a helmet, which is an approved minimum of AS1698, Snell SA95, SA2000, M2000, K98, BS6658 type A and BS6658 type A/FR British Standards (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 or goggles must be worn. Tear-offs, Roll-ons or some form of mud clearing device must be used to maintain good vision.
- 13.2 All Drivers must wear abrasive resistant zip type overalls which are adequately secured at the neck, wrist and ankles (to the satisfaction of the Scrutineer). This is the minimum acceptable attire of racing. Disposable type overalls are not acceptable.
- 13.3 All Drivers must wear gloves.
- 13.4 All Drivers must wear securely fastened and enclosed footwear.
- 13.5 All Drivers with long hair must have it securely concealed inside either the helmet or clothing.
- 13.6 The helmet must be of a correct fitment to suit the wearer, must be worn properly positioned and must be securely fastened as per the manufacturer's instructions.
- 13.7 Neck braces are compulsory for all classes of racing.
- 13.8 Drivers must have a device on their helmets to retain tear offs (i.e. rubber grommet) and penalty set for failure to comply. (Penalty of 1 to 3, as per Appendix C).

## **14. SCRUTINEERING**

- 14.1 Before a Driver is permitted to drive a kart (practice or racing) the kart must be scrutineered by the Official Scrutineer.
- 14.2 The Stewards on the day may ask to have a kart scrutineered at any time. This kart must be scrutineered before any Driver is allowed to drive this kart (practice or racing).
- 14.3 It is the Driver's responsibility to present their kart and safety equipment to the scrutineer in a clean, race ready condition at scrutineering.
- 14.4 The kart shall be marked in an easily visible position with identification showing the kart has been scrutineered.
- 14.5 All karts and helmets involved in any accident must be scrutineered before racing again.
- 14.6 If minor faults have not been rectified by the following meeting, the kart will not be permitted to race.
- 14.7 All karts to be scrutineered in racing condition with any adaptations to suite Junior Drivers.

## **15. KART FORMULA**

### **15.1 Chassis**

- 15.1.1 Wheelbase: shall be a maximum 1270mm and a minimum of 1000mm except Juniors may have a minimum of 880mm. The maximum overall length of the vehicle shall be 1820mm without nose cone fitted.
- 15.1.2 Track: Maximum width for a kart shall not exceed 1400mm.
- 15.1.3 Height: Maximum height for a kart shall not exceed 710mm from the ground
- 15.1.4 Wheels and Tyres: Four wheels only with 5" or 6" rim diameter, tyres must be treaded. No chemical tyre traction treatments are allowed to be used.
- 15.1.5 Axle: Rear wheels to be driven by a one-piece axle shaft only. Axle must not protrude beyond the tyre. Hollow aluminium axles to be a minimum of 39.0mm x 2.75mm wall thickness. Hollow steel axles to be a minimum of 2.75mm for 39.0mm or less and 2.0mm for 39.1mm

and above.

- 15.1.6 Frame: All go-kart frames to be in sound condition. Chassis to be constructed of metal and be manufactured from a minimum of 1.6mm Chrome Moly or 2.0mm low carbon steel tube.
- 15.1.7 Bumpers: must be fitted and made of tubular steel. Front to be a minimum of 15mm and a maximum of 20mm with a wall thickness of 1.6mm minimum. Rear to be a minimum of 18mm and a maximum of 30mm with a wall thickness of 1.6mm minimum (Rule to be enforced 1<sup>st</sup> February 2007). Any open ends must be radiused.
- 15.1.8 Bodywork: The only permissible bodywork or aerodynamic aids are side pods, Nassau panel and nosecones. (Outlaws may use a wing as per rule 12.10.7.1). Must be made from shatterproof / non-metallic material. Fibreglass Nassau panel/wings must be chopped strand matting type. If plastic, it must be non-splinterable.

## **15.2 Bodywork**

- 15.2.1 Side pods are compulsory for all classes.
- 15.2.2 The side pod shall consist of two side members and a top and bottom section, 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 competition timing equipment as directed. Modification for side mounted carburetted engines accepted. They are not to be used as fuel tanks or to support ballast.
- 15.2.3 Side pods must be a separate item to the under tray.
- 15.2.4 Side pod 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 facing outward. Any open ends must be radiused. Tube diameter of side pod mounting bars to be a minimum of 18.0mm and a maximum of 30.00mm.
- 15.2.5 Bars on the outside surface of the side pods are not permissible.
- 15.2.6 Drilling of side pod components for lightness is not permitted.
- 15.2.7 Dimensions: With the front wheels in a straight ahead position, the outside side of the side pod must extend parallel with the plane covering, the outside of the rear of the front tyre and the outside of the front of the rear tyre and must have a ground clearance of a minimum of 25mm. No more than 25mm of the rear tyre may extend outside the pod. A side pod must fill a minimum of 70% of the distance between the tyres, measured at the centre-line of the tyres.
- 15.2.8 Nassau panel may be no wider than 500mm, no higher than the steering wheel and must not restrict the driver.
- 15.2.9 Nose Cones: All classes are permitted to use nose cones.
- 15.2.10 Must be made from plastic only and must be non-splinterable and non-shatterable.
- 15.2.11 Nose cone must be able to be removed without the use of tools.
- 15.2.12 Nose Cones must be CIK stamped and approved.

## **15.3 Brakes**

- 15.3.1 Brakes must be foot operated through the two rear wheels. Disk brakes only.
- 15.3.2 Brakes must be able to stop the kart. The rear wheels should not turn when the brakes are applied by hand.
- 15.3.3 No front brakes allowable.
- 15.3.4 Where only bolts retain brake pads, the bolts must be drilled and a safety wire affixed or if split pins are used they are to be in manufactured condition with a minimum diameter of 3mm.
- 15.3.5 All brake cables must be multi-strand steel wire of 2.25mm minimum diameter and must be fastened by a machine swagged fittings or by positive methods that cannot cut into the wire. Brake pedal rods are to be a minimum of 6mm diameter solid steel if the threaded ends are cut into the rod or 5mm solid steel if the threaded ends are rolled on the end of the rod.
- 15.3.6 All Brake systems and pedal mounting bolts must be of high tensile material.
- 15.3.7 Drilling of brake components (excluding brake discs) for lightening is not permitted.

## **15.4 Steering**

- 15.4.1 Shall be effected by the operation of a full wheel.
- 15.4.2 The steering wheel boss is to be manufactured of metal. (No plastic).
- 15.4.3 The steering shaft is to be a minimum of 18mm diameter and have a minimum wall thickness of 1.5mm if tubular. The steering shaft shall have a collar device, to be securely fitted within 5mm of the lower edge of the upper steering shaft bush.
- 15.4.4 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. Rose type joints of peg, plastic/nylon, and or pressed metal type are not permitted.
- 15.4.5 The drilling of any steering components for lightness is not permitted.

## **15.5 Under-Tray**

- 15.5.1 Shall be of non-perforated sheet of a minimum 1.2mm for steel and aluminium or 2.0mm for fibreglass. From a seated position the floor-tray shall have no void large enough to permit any part of the driver's body to pass through.

- 15.5.2 Must be 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 can not be drilled for lightness.
- 15.6 Guards**
- 15.6.1 Chain Guards: All karts must be fitted with a plastic or aluminium chain guard that protects the driver in the event of a chain breakage or prevent the driver from trapping their fingers in the chain. It must be fixed at two points preventing the guard from being dislodged.
- 15.6.2 Motors with flywheels on the outside of the kart must have a guard covering the flywheel.
- 15.7 Fuel Tank and Fittings**
- 15.7.1 Fuel tank shall be securely mounted to the floor-tray or chassis, positioned between the driver's legs and the floor (Briggs and Stratton motors exempt).
- 15.7.2 All fuel lines must be clamped or wired on.
- 15.8 Suspension**
- 15.8.1 Any suspension devise, either elastic or hinged is prohibited.
- 15.8.2 No jacking aids are permitted.
- 15.9 Number Plates and Numbers**
- 15.9.1 Front and rear number plates shall be a flexible material with a flat surface large enough to carry numbers which must be at least 145mm high and a 20mm wide continuous brush stroke.
- 15.9.2 Side numbers on karts are compulsory. Numbers may be attached to the inner rear part of the side pod with a plastic plate (no metal brackets permitted).
- 15.9.3 Side number plates shall be a flexible material with a flat surface large enough to carry numbers which must be at least 100mm high and a 15mm wide continuous brush stroke.
- 15.9.4 All numbers are to comply with the colours of the particular class being raced.
- 15.9.5 Letters are not to be used on plates unless on a Red Title Plate or a National Plate that designates the State, Territory or Country in which the Plate was won.
- 15.9.6 Number plates shall be cleaned before entering the track to race.
- 15.10 Exotic Compounds**
- 15.10.1 Carbon Fibre Compounds may only be used in seats, Nassau panels and floor-trays.
- 15.10.2 Exotic elements such as titanium are banned.
- 15.11 Seats**
- 15.11.1 All seats are to be in sound condition.
- 15.11.2 A metal plate 35mm minimum diameter of 1.5mm thickness shall be placed between the seat and the side seat mounts.
- 15.12 Communication and Telemetry**
- 15.12.1 Radio communication and telemetry aids (including mobile phones) with the exception of official timing equipment are not permitted to be used by drivers during competition.
- 15.12.2 Beacons are allowed to be used track side for the purpose of operating lap timers.
- 15.13 Fasteners**
- 15.13.1 All fasteners under the kart must be bolted upright. No bolt is to protrude in a dangerous manner.
- 15.14 Exhaust**
- 15.14.1 There must be no less than three springs between the header and muffler and at least two springs holding the muffler to the chassis. One spring and a clamp is an acceptable solid mounting system for attaching the muffler to the chassis for the outlaw class. Rotax 125cc Max mufflers may be bolted to the chassis.
- 15.14.1 All mufflers to be fixed with multi-strand wire (throttle cable) between the muffler and header.
- 15.14.2 The muffler must not protrude outside the rear wheel track
- 15.15 Throttle**
- 15.15.1 Throttles must be fitted with two return springs, (one at the pedal and carburettor) both able to shut the throttle if one should fail.
- 15.16 Transmission**
- 15.16.1 All systems of varying the drive ratio in motion by torque manipulation are forbidden in all classes except gearbox classes.
- 15.16.2 Front wheel driver systems are forbidden.
- 15.16.3 Intermediate gear reduction systems, more commonly known as "jack shaft systems" are allowed provided the reduction drive system 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.
- 15.17 Outlaws**
- 15.17.1 Outlaws must comply with all regulations within this section plus any additional rules within section 11.9
- 15.18 Amendments**

- 15.18.1 A.I.D.K.A. Executive to form a Sub-Committee to refine the Rules of Racing.  
15.18.2 Any changes shall be forwarded to Affiliated Clubs or published on the website.

## **16. FLAGS AND/OR LIGHTS**

- 16.1 **Green** – Race Start  
16.2 **Crossed Green and Yellow** – Form up for Race Start  
16.3 **Yellow** – hold position. Do not pass any karts until past the next Flag Marshall point not showing a yellow flag.  
16.4 **Red** – Slow Down. Raise hand (acknowledge having seen flag). Pull to side of track in a safe (controlled) manner. STOP . A Kart rollover will automatically bring about a red flag.  
16.5 **Blue** – Driver being lapped, hold your race line.  
16.6 **Black with Yellow Diagonal Stripe** – Drivers shall comply with the rules and the directions of the Stewards.  
16.7 **Black** – Faulty equipment, leave track with caution.  
16.8 **White** – One lap remaining.  
16.9 **Black and White Chequered** – Race finished. All karts passing this flag must stop racing and slow down with caution.  
16.10 **Red and White Chequered** – All karts are to return to the pits and await further instructions.

## **17. POINTS SYSTEM**

- 17.1 The overall result for the Class raced will be determined by either  
(a) the aggregate points from all heats plus the final if run  
(b) six or eight heats dropping the worst heat  
(c) results from the final race, as elected by the Club, to be notified at Drivers briefing.  
When using Final Only Counts system. Twenty (20) point system used to determine the starting position in the final. The finishing order in the final determines the overall results.
- 17.2 “20” point system  
1st = 20 points, 6th = 11 points, 11th = 6 points,  
2nd = 17 points, 7th = 10 points, 12th = 5 points,  
3rd = 15 points, 8th = 9 points, 13th = 4 points,  
4th = 13 points, 9th = 8 points, and so on  
5th = 12 points, 10th = 7 points,  
The Driver with the highest number of points on the day is the winner.
- 17.3 “0” point system  
1st = 0 points 4th = 4 points 7th = 7 points  
2nd = 2 points 5th = 5 points 8th = 8 points  
3rd = 3 points 6th = 6 points and so on  
All non finishers receive 1 more point than the total number of starters for that class on the day. (normally 1 more than the number which grid up in the first heat for that class on the day.)  
The Driver with the least number of points at the end of the day is the winner.
- 17.4 In the Event of a Driver losing their points for a heat, the points for the other positions do not alter.
- 17.5 Count back: Refer Rule 10.12

## **18. PLATES**

- 18.1 A.I.D.K.A. is to purchase one (1) of 1, 2 & 3 plates for each contested class at any State or Territory or National Title.  
18.2 200cc Open/125cc - Black on white  
18.3 100cc Open - White on black  
18.4 KT Open - Black on yellow  
18.5 J (including Juniors) - White on green  
18.6 Outlaw 250 - White on blue  
18.7 State or Territory Titles - White on red to be worn in host state only.  
Australian Titleholder - Plate to be as per inaugural plate  
18.8 A.I.D.K.A. owns the rights to numbers one (1), two (2) and three (3) at any level.

## **19. GENERAL COMPETITION AND TITLE EVENTS**

- 19.1 Radio communication and telemetry aids are not permitted to be used by Drivers during competition. Beacons are permitted to be used track side for the purpose of operating lap timers.
- 19.2 All Drivers and pit crew must attend the Drivers' briefing.
- 19.3 If a Driver borrows a different kart to the one they nominated for a class on the day, that unit must have been nominated by another driver and meet the class specifications. The driver using a borrowed kart shall start rear of the field (R.O.F).
- 19.4 No more than two motors (which includes one spare), will be permitted for any kart, other than for 200cc Open and KT Twin Engine powered karts, where four motors (which includes two spares) will be permitted. All motors shall be presented to the scrutineer at scrutineering for inspection, marking, sealing, and recording of serial numbers or bagging.
- 19.5 All motors shall be made available for inspection and engine measurement as requested by the Chief Steward or engine measurer.
- 19.6 Engines must be presented to the engine measuring area for measurement immediately after the event if requested by the Chief Steward or engine measurer.
- 19.7 It is the responsibility of the owner to rebuild their motor.
- 19.8 A restart will occur when:
  - (a) 3 or more of the field stops in the first corner following the start of the race.
  - (b) A kart rollover occurs in which case Rule 8.17 shall apply.
- 19.8.1 All restarts are to go back to the lap prior to the incident causing the race stoppage. Only Drivers that are recorded as completing this lap will be eligible to restart. Restarts after one (1) lap will be Single Indian File.
- 19.8.2 If 2/3rds of the race has been completed, the race will be declared.
- 19.8.3 Race stoppage offenders may be sent R.O.F at the discretion of the Chief Steward at all A.I.D.K.A. Events.
- 19.9 The Chief Steward shall declare a race if there is only one (1) kart left racing in a race.
- 19.10 Once a race has been completed as per A.I.D.K.A. Rules of Racing. The race may not be re-run for any reason.
- 19.11 If a Driver moves up to a higher grade (e.g. J Open to KT Twin) then the Driver must compete at the rear of the field for the duration of three (3) meetings. If the Stewards seem confident that the Driver can cope, then the Driver may participate in the draws at their next meeting.
- 19.11.1 Driver must complete 2/3rds of their races on the day. Log Books to be handed to the Chief Steward at the Drivers briefing and returned signed at end of meeting.
- 19.12 All dogs, which are on the Club premises, shall be on a leash and are the responsibility of the owners. No dogs are allowed within the confines of the pit area.
- 19.13 It is the Stewards discretion at which point a kart shall be removed from the track because of failure to start.
- 19.14 No person shall use the track as a thoroughfare or cross the track whilst a race is in progress.

**19.15 The Pits**

- 19.15.1 Only A.I.D.K.A. licensed persons are permitted into the pit area.
- 19.15.2 Clubs will provide all persons entering the Red Zone/Restricted area (track proper/pit area) with Wrist Bands for identification. Non compliance will void A.I.D.K.A. Insurances.
- 19.15.3 No Driver, participant, crew or official shall smoke, light fires, weld or use any open flame instruments within the confines of the pit area.
- 19.15.4 No kart shall be driven within the confines of the pit area.
- 19.15.5 No alcoholic beverages shall be consumed within the pit area.
- 19.15.6 No Driver shall enter the in-grid at speed, such as to endanger other drivers, crews or officials.
- 19.15.7 Fully enclosed footwear must be worn within pit or racing area.

**20. OFFICIALS**

- 20.1 Each member Club shall supply at least two officials for the title or as requested by the title committee.
- 20.2 All officials at A.I.D.K.A. affiliated race meetings shall:
  - 20.2.1 Hold the appropriate Licence.
- 20.3 The same person may, if the A.I.D.K.A. affiliated Club decides to do so, undertake several official duties.
- 20.4 No A.I.D.K.A. Executive with the exception of the National Steward Coordinator shall hold a Stewarding position at any titles Event.

## **21. STEWARDS**

Each Club will nominate one (1) person to the National Steward Coordinator and A.I.D.K.A, to act as their Chief Steward who will be responsible for administering the Rules of Racing and Regulations as set out by A.I.D.K.A. This person may elect another accredited steward on the day or prior to a meeting to act as Chief Steward. The Steward(s) shall have the authority to:-

- 21.1 Enforce the Rules of Racing as laid down by A.I.D.K.A.
  - 21.2 Adjudicate over any disputation to arise during a race meeting.
  - 21.3 Decide and impose penalties for any breach of the Rules of Racing.
  - 21.4 Notify the Driver of any penalty imposed either personally or via the Driver's representative.
  - 21.5 Prohibit from competing any Driver or kart which is considered to be dangerous as reported by officials.
  - 21.6 Expel from the grounds any person(s) who refuses to obey the instructions of an official.
  - 21.7 Postpone or alter the conditions of a competition for reasons of safety or 'Force Majeure'.
  - 21.8 Appoint temporary substitutes to replace Stewards unable to perform their duties.
  - 21.9 Authorise alteration of the official program.
  - 21.10 Accept a correction by a judge.
  - 21.11 Allow a title or meeting to be declared after four heats for reasons of safety or 'Force Majeure'.
- Stewards have the authority to deduct (20 points system) or add (zero points system) a nominal number of points at any time.

## **22. CLERK OF THE COURSE**

- 22.1 Be responsible to the Steward(s) for the conduct of the meeting and its administration in accordance with the official program and these Regulations.
- 22.2 Be satisfied that all officials are at their posts and report any absence to the Chief Steward.
- 22.3 Be satisfied that all officials have sufficient information and equipment to carry out their duties.
- 22.4 Send karts to the start line in the correct order and if necessary, start the race.
- 22.5 Restrict access to the competition and pit areas to authorised persons only.
- 22.6 Receive any protest(s) from competitors through the Driver's representative and convey these protest(s) to the Steward(s) as soon as practical.
- 22.7 Carry out instructions from the Stewards.

## **23. JUDGE**

- 23.1 Decide the order that karts touch or pass a given line.
- 23.2 In conjunction with the Steward(s), correct any mistakes made by the Judge.

## **24. TIME KEEPER**

- 24.1 Record and report any times as required by the Judge.
- 24.2 Assist the Judge with the collation of provisional placing's where necessary.

## **25. SCRUTINEER(S)**

- 25.1 The scrutineer(s) shall be responsible for checking the compliance of karts to these Rules of Racing. Each kart must be examined by the scrutineer(s) and if satisfactory, marked so as to indicate compliance.
- 25.2 Examine karts before practice/racing commences.
- 25.3 Ensure Log Book procedures are carried out.
- 25.4 Report any irregularities to the Owner/Driver.
- 25.5 Request the rectification of any unsafe irregularities before using the kart.
- 25.6 Note any unsafe irregularities in the Driver's Log Book.
- 25.7 Notify the Steward(s) should a Driver/Owner choose to ignore 26.4.
- 25.8 Be available during the course of the meeting to examine karts involved in accidents as directed by the Steward(s).

## **26. PIT MARSHALL(S)**

- 26.1 Be responsible for the organisation and control of the pit area.
- 26.2 Check that all karts have taken up the correct grid positions and are ready to enter the track when requested.
- 26.3 Check that all Drivers are ready to form up into their grid position when the preceding Event has entered the First lap.
- 26.4 Send Drivers to the rear of the grid when they are deemed to be delaying the meeting.
- 26.5 Check that karts have the correct scrutineering identification displayed.
- 26.6 Notify the lap scorer(s) and Steward(s) of any alterations to the program as soon as practical.

**27. LAP SCORER(S)**

- 27.1 Collate and record the finishing order for each kart in all classes.
- 27.2 Collate and record points scored by each kart in all classes.
- 27.3 Assist the Steward(s) in the Event of a restart when requested.
- 27.4 Notify the pit Marshall(s) of the starting order for finals as necessary.

**28. STARTER**

- 28.1 Notify Drivers to form up with crossed green and yellow flags.
- 28.2 Start and finish a race.
- 28.3 In the Event of a false start or poor grid formation has the authority to send offending Driver/s to the rear of the field.
- 28.4 Assist the Steward(s).
- 28.5 Communicate with the Drivers through flags, lights and boards as necessary.

**29. ENGINE MEASURER(S)**

- 29.1 Be available for the purpose of engine measuring when required.
- 29.2 Organise to have the appropriate measuring equipment available as necessary.
- 29.3 Ensure that all engines presented for inspection comply with the specification for that class.
- 29.4 Report any irregularities found during engine measurement directly to the Steward(s).

**30. DRIVERS REPRESENTATIVES**

- 30.1 Be available to receive any protest, query or complaint from a Driver and pass it directly to the clerk of the course.

**31. ILLEGAL MOTORS/FUEL/EQUIPMENT**

- 31.1 Fuel – The purpose of this General Rule is to ensure that the fuel used in Go-Kart Racing is consistent with Premium Unleaded Petrol as this term is generally understood.
  - 31.1.1 Petrol within the meaning of these General Rules of Racing is one of the following:
    - (a) Petrol and/or fuel of a kind recognized by the A.I.D.K.A. as being on general and genuine sale to the public of Australia.
    - (b) Petrol and/or fuel that has been approved by A.I.D.K.A.
  - 31.1.2 The only petrol and/or fuels permitted are:
    - (a) Premium Unleaded Petrol (P.U.L.P.) having properties and characteristics as required by Federal and/or State Government Regulations for Premium Unleaded Petrol (P.U.L.P.)
    - (b) Fuel that has been approved by A.I.D.K.A. (which also will conform to Government Regulations)
  - 31.1.3 Any petrol that appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside of the accepted regulation.
  - 31.1.4 In addition, the fuel must contain no substance which is capable of exothermic reaction in the absence of external oxygen.
  - 31.1.5 Only ambient air may be mixed with the fuel as an oxidant.
  - 31.1.6 Any, one (1) commercially available motor oil that does not contain a performance enhancing additive may be used. If requested a competitor must advise the relevant officials which brand/type and ratio of oil is being used.
  - 31.1.7 No substance other than oil as described in this General Rule may be added to petrol used in competition.
  - 31.1.8 Approved fuels: Premium Unleaded Petrol (PULP) produced by major refineries, Elf BFK 07.
- 31.2 Owners/Drivers of illegal motors or fuels will be suspended from driving at A.I.D.K.A. affiliated Clubs for a period of three (3) calendar months forthwith, for each subsequent offence, the penalty will be twelve (12) months suspension forthwith.
- 31.3 Deleted 2008.
- 31.4 A 13mm hole will be drilled vertically through the cooling fins of illegal barrels, such that the hole is clearly visible when the motor is assembled.
- 31.5 The final decision as to the legality of motors is to be made by the A.I.D.K.A. National Technical Officer.
- 31.6 The engine numbers of illegal motors are to be recorded by A.I.D.K.A.
- 31.7 Two sets of measuring tools and an independent measurer, appointed by the executive committee of A.I.D.K.A., will be used in the event of an appeal as to the legality of a motor.
- 31.8 Check measuring may be carried out during meetings.
- 31.9 In the Event of suspected non-specification of equipment, the host Club engine measurers must fill in the Driver's Log Book, reporting the discrepancy.

- 31.10 Following examination of a suspected non specification motor by the host Club measurer and/or the A.I.D.K.A. engine measurer and declaration that the motor is deemed illegal, A.I.D.K.A. reserve the right to.
- 31.10.1 A.I.D.K.A. shall retain the illegal motor (in A.I.D.K.A. approved engine bags) in their possession for a period of 72 hours before returning engine to the competitor or,
- 31.10.2 Return the motor to the competitor in a sealed bag which in the event of an appeal shall be presented to the A.I.D.K.A. Tribunal in that original sealed bag – not tampered with or opened. If the motor is presented to the appeal tribunal with bag, seal or motor tampered with in any way, shape or form then any further evidence raised at the appeal tribunal in relation to the condition of that motor, is deemed inadmissible.

## **32. SUSPENDED DRIVERS**

- 32.1 If an affiliated Club suspends a Driver, that Driver must surrender their A.I.D.K.A. Licence to the individual Club which will return the Licence to the Secretary of A.I.D.K.A. to be held until the period of suspension has expired.

## **33. CONSUMPTION OF ALCOHOL AND OTHER DRUG RELATED SUBSTANCES – A.I.D.K.A. DRUG POLICY**

- 33.1 Alcohol Breathe Testing shall be administered at affiliated A.I.D.K.A. sanctioned Events by an authorised person(s) as directed by A.I.D.K.A.
- 33.2 Alcohol Breathe Testing shall have a confirmatory test cut off level of 0.02mg/100m
- 33.3 All Officials, Drivers, associated Pit Crew or persons authorized to enter the Pit Area (Pit Area access restricted) shall be required to undertake Alcohol Breathe Testing when and where requested. Refusal by any of the aforementioned members to submit or cooperate fully with the Administration of Alcohol Breathe Testing will be deemed to be the same as a first (1<sup>st</sup>) positive result (Rule 34.4)
- 33.4 First Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than three (3) calendar months.
- 33.5 Second Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than twelve (12) calendar months.
- 33.6 Any subsequent offence, exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than five (5) calendar years.
- 33.7 Safety Policy for Alcohol and Anti Drugs in Go-Karting.
- 33.7.1 Each person issued with an A.I.D.K.A. licence shall be provided with a copy of Safety Policy for Alcohol and Anti Drugs in Go-Karting and will be subject to all Policy requirements which form part of the Rules of Racing.
- 33.7.2 Acknowledgement of receipt to be endorsed in the Drivers Log Book by the licence holder.

## **34. BEHAVIOUR**

- 34.1 No Driver, crew or participant shall verbally or physically abuse or intimidate an official or fellow competitor, crew or participant. Any person acting in this manner will be guilty of an offence and shall surrender their Log Book and be liable to a penalty as follows. First offence suspended from any organised A.I.D.K.A. race meeting for a period of up to three (3) months. For any subsequent offence, suspension from any organised A.I.D.K.A. race meeting for an extra twelve (12) months.
- 34.2 Any A.I.D.K.A. licence holder or affiliated official at any sanctioned A.I.D.K.A. event will conduct themselves in a professional sportsman like manner at all times. This is particularly important when in the presence of members of the public. Any found person found guilty of this offence could be suspended from all A.I.D.K.A. events for a period of up to three (3) months for the first offence or up to twelve (12) months for a second offence.

## **35. PROTESTS AND PROTEST COMMITTEE**

- 35.1 A driver may lodge a protest if they consider themselves aggrieved by any of the following
- a. the actions of a fellow driver in an incident occurring at the venue.
  - b. the technical specifications of a fellow drivers equipment.
- 35.2 All protests must be lodged no later than thirty (30) minutes after the completion of the race.
- 35.3 A protest can only be submitted by the driver concerned. In the case of a Junior Driver, parent or guardian assistance is permitted.

- 35.4 All protests shall be in writing, signed by the driver and accompanied by the appropriate fee as per Appendix "E".  
This fee shall be refunded in full if the protest is upheld, if the protest is lost to be forfeited to
- a. A.I.D.K.A.
  - b. The owner of the equipment shall be compensated as determined by A.I.D.K.A.
- 35.5 All protests and correspondence for the Protest Committee of the meeting shall be directed through the Driver's Representative, if appointed, otherwise the Chief Steward.
- 35.6 The Protest Committee will be a panel of three (3) people nominated by A.I.D.K.A. for Title events or the Stewards of the meeting for Club events. Any member of the Protest Committee who has a conflict of interest shall step down as a member for that hearing and a substitute nominated.
- 35.7 Race Meeting results can not be finalised for any affected class while any protest is pending a decision by the Protest Committee.

### **36. APPEALS AND APPEAL COMMITTEE**

- 36.1 A driver may lodge an appeal if they consider themselves aggrieved by a decision or ruling.
- 36.2 All Appeals shall be in writing and presented on the correct form, accompanied by the appropriate fees as per Appendix "E" and handed to the Clerk of the Course or, if the Clerk of the Course is not appointed, the Chief Steward within two (2) hours of the decision or ruling being made. In the Case of a Junior Driver / Junior Pit crew, parent or guardian assistance is permitted. The completed forms and fees will then be forwarded to the Secretary of A.I.D.K.A.
- 36.3 An Appeal can only be submitted by the individual concerned in the Appeal. In the case of a Junior Driver, parent or guardian assistance is permitted.
- 36.4 This appeal shall have the effect of suspending a sentence of suspension, disqualification or exclusion until the appeal is heard by the A.I.D.K.A. appointed committee.
- 36.5 An A.I.D.K.A. appointed Appeal Committee shall hear all Appeals.
- 36.6 On receiving an appeal, the Secretary of A.I.D.K.A. shall initiate the appointment of an Appeal Committee. A meeting of the Appeal Committee shall be scheduled as soon as possible for the purpose of hearing the appeal.
- 36.7 All parties involved in the appeal shall be given notice of the date, time and place of the hearing and shall be allowed to provide witnesses or evidence as determined by the Appeal Committee without setting precedence.
- 36.8 After hearing evidence from the appellant, the respondent and their associated witnesses, the Appeal Committee will adjourn to make a decision. The Committee has the authority to either uphold or dismiss the appeal.
- 36.9 The decision of the Committee is to be conveyed to the appellant forthwith and entered in the appellants log book.
- 36.10 If the appeal is dismissed the penalty, as recorded in the appellants log book, will commence forthwith.
- 36.11 The decision of the Appeals Committee shall be final.
- 36.12 If the appeal is upheld the appeal fee is to be refunded otherwise the fee shall be forfeited to A.I.D.K.A.

**APPENDIX "A"**  
**AUSTRALIAN, STATE OR TERRITORY TITLES**

(Any Club intending to nominate for a Title Event must have been affiliated with A.I.D.K.A. for a period of 2 years.)

1. To compete in a class you must have the appropriate Licence grade or higher for that class.  
Senior Licence Grades:      A = 200cc  
  B = 100cc, KT Twin, 125cc and Outlaw  
  C = KT  
  D = J Open  
Junior Licence Grades      Junior  
  Rookie (as a demonstration class)
2. Nominations shall only be accepted on a written form issued for the purpose and posted direct to the address in the prospectus together with a photocopy of the driver's current licence and the appropriate fees. The nominations and supporting documents must be received by A.I.D.K.A. so that all nominations can be verified and acceptance granted. A.I.D.K.A. will notify the host club of the status of nominations.
3. All nominations shall close 39 days prior to a Title Event.
4. A.I.D.K.A. has five (5) working days (after close of nominations) to make sure that classes meet Appendix "A" clause 5. Where a Class has insufficient nominations, the Host Club may seek further nominations to enable the Class to be contested. This will also enable competitors to nominate for another class should they so desire where there are insufficient nominations for a Class.
5. A minimum of eight nominations will constitute a class for a title Event.
6. Title Events - Australian, State or Territory Titles shall be sanctioned as one (1) Event conducted on four (4) consecutive days.  
Day 1 – practice  
Day 2 and 3 – all heats and finals (where applicable) or six (6) or eight (8) heats dropping the worst heat.  
Day 4 – is to be used only for reason of "Force Majeure" that was used on either day 2 or day 3. A.I.D.K.A. Executive to determine alternative date(s) should the event be un-concluded after the 4th day. The alternative date(s) to be determined as near as possible to the original date. Where an alternative track option is available, this may be considered in concluding the Title Event.

7. Each class of racing at a title event shall be contested over:
  - (a) four heats and a final
  - (b) six (6) heats dropping the worst heat to determine the winner
  - (c) eight (8) heats dropping the worst heat to determine the winner
  - (d) four (4) heats to determine the starting position for the final where the finishing order of the final determines the overall winner

The appointed title committee will determine the race format.
- 7.1 Title Events will be wherever possible conducted during daylight hours. Where necessary due to time constraints or weather conditions, racing may continue under A.I.D.K.A. approved floodlighting. (Nomination forms must advise that night racing may be part of the format of racing)
8. A.I.D.K.A. Executive shall determine the formula for the grid positions.
9. In the Event that more than one division of a class is contested, a total mix is to occur between the divisions whilst still adhering to 9 above.  
Redraws can be made if lack of nominated Drivers to a split field on the day.
10. Where applicable the final will be eligible to only the top sixteen point's scores of a class with the starting position being determined by highest points starting from the front.
11. The overall result for a class will be determined by the aggregate of points.  
Point scores shall be made available on a result board as soon as practical after each race for the drivers to review.
12. Once the point scores have been collated and checked by the A.I.D.K.A. Points Auditor, the final positions/names will be placed on the results board for the drivers to review. A driver, who has any concerns in reference to their class results, has up to one (1) hour to contact the officials via the Drivers Representative. The timeframe shall commence immediately the final Class results sheet is placed on the results board.
13. Upon removal of the Lists by the Clerk of the Course at the end of the said timeframe (one hour) it will be agreed by all persons that they accept the results as being final and waive their rights.
14. Lights may be used in conjunction with flags at Title Events.
15. All motors at the Titles shall be sealed to be eligible to be used. The seals will be provided by A.I.D.K.A.
16. A.I.D.K.A. administration prior to issuing seals will record each serial number on the A.I.D.K.A. appropriate form. The Drivers/participants will sign for their seal/s and are responsible for attaching the seals to their motor/s prior to scrutineering. The method of attaching the seals will be as described in Appendix "A" clause 18.
17. The scrutineers will check to see that the installation of engine seal/s is correct prior to racing.  
**Sealing Method:** All motors must be fitted with a sealing nut appropriate for respective type of engine.
  - (a) Engines with integral cylinder and head nuts. One (1) sealing nut must have a minimum three (3)mm hole in a cylinder head fin to allow for fitting of seal or two (2) sealing nuts drilled.
  - (b) Engines with head studs independent of cylinder studs. One (1) sealing nut must also have a three (3) mm hole in a cylinder head fin to allow fitting of seal. Replace one (1) cylinder retaining nut (cylinder to crankcase) with an internal hex cylindrical nut as approved by A.I.D.K.A... To be fitted by the competitor or engine builder during assembly on the drive side for ease of checking.
  - (c) Water cooled engines. Two (2) head studs to be replaced by sealing studs. Rotax 125Max must have one (1) cylinder, head and reed block bolt drilled.
  - (d) Outlaw seal must be fitted.
18. All header pipes are to be sealed to the satisfaction of the scrutineers.
19. The motors of the leading points scorers after the finals shall be checked by the engine measurer(s) appointed on the day at least until the positions one (1) two (2) and three (3) are deemed to be legal. It is the engine measurer's prerogative to check other motors if required.
20. The 20 point system will be used in all Titles.
21. The A.I.D.K.A. Australian Title/State/Territory Committee or their representative shall have ultimate control over the selection of officials, timing and administration of the Australian/State/Territory Titles.
22. Starters at Title Events must hold a Stewards Accreditation. Facilities must be provided to ensure the Chief Steward and Starter are able to clearly communicate.
23. Junior parents are not permitted on the infield during Junior races at Title events. One assistant per flag position must be in place for Junior Races, to assist with kart removal.
24. Each kart will only be used for one entry at Title Events.
25. A Pit Steward shall be appointed for all Title Events to control the in-grid and advise drivers to report to the Steward or that they are to be weighted or have fuel testing carried out. The presence of a Steward also stops friction between drivers coming off the track.
26. No kart is to be allowed to have any mechanical, or spark plug adjustments made to it once the kart has been pushed off the grid line at any A.I.D.K.A. Title Event.

27. All drivers competing at a title event shall be provided the opportunity for kart tuning on the track prior to the commencement of racing on day one.

**APPENDIX "B"**  
**FUEL RUEL AND TESTING PROCEDURES**

**Preamble: Fuels containing Ethanol are not allowed to be used.**

**Fuel Testing:**

1. The Digatron DT15 or DT47FT series fuel testing kit will be the official preliminary fuel testing method to be used by AIDKA. Prior to any test conducted, competitors must acknowledge if they are using PULP and Testers must ensure the digitron is not contaminated from any test on ELF fuels. This applied vice versa. Refusal of allowing a fuel test to be taken shall be deemed to be illegal.

**2a Method (for competitors using Premium Unleaded Petrol)**

- a) Rinse digitron in Fresh Premium Unleaded Fuel before use.
- b) Set Digatron Meter to .000 in a sample of fresh Premium Unleaded Petrol.
- c) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
- d) Should the first test fail, a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
- e) If the results from the second test from the Digatron DT14 AND OR DT47FT Series Meter be less than zero or greater than +40 units then it will require a sample to be taken for laboratory analysis.

**3a Method (for competitors using ELF07)**

- a) Set Digatron Meter to .000 in a sample of fresh ELF07 fuel.
- b) Conduct test on competitor's fuel either in the fuel tank or on a sample removed from the fuel tank.
- c) Should the first test fail, a second test to be conducted on a sample removed from the competitor's fuel tank. The temperature of the zero sample and the competitor's sample to be adjusted so that the temperature difference between the two does not exceed 3 degree Celsius.
- d) If the results from the second test from the Digatron DT14 AND OR DT47FT Series Meter be less than zero or greater than +40 units then it will require a sample to be taken for laboratory analysis.

3. AIDKA retains the option to use any other fuel testing method.

4. In the event of an Appeal against the above Fuel Testing **procedure**, fuel samples may be tested by an independent laboratory, with the total cost to the Appellant.

**Random Samples**

Randomly selected competitor(s) may have a sample of their fuel or lubricant taken and sealed for later laboratory analysis. If the fuel is found not to comply with Appendix "B" a complaint shall be made to A.I.D.K.A. by the fuel tester. The competitor(s) shall be subsequently charged with an offence determined by A.I.D.K.A... The cost of such testing shall be borne by the promoting Club or otherwise agreed.

**Fuel: For All Classes**

**1. Safety:**

- a) All participants in motor sport are reminded that fuel, oils, lubricants, and Coolants are highly specialised substances.
- b) Participants must be aware that these agents may contain substances that are extremely dangerous to one's health if misused, inhaled or allowed to contact human skin
- c) Some of the contents of these fuels, oils, and lubricants are suspected of having the potential to cause cancer in rare instances.
- d) The use of petrol as a general cleaning and washing agent is a common misuse of a potentially dangerous substance.

**2. Purpose of this article:**

- a) Is to ensure that the fuel used in Kart Racing is consistent with Premium Unleaded Petrol, as this term is generally understood.
- b) Petrol within the meaning of these regulations is one of the following:
  - i) Petrol and/or fuel of a kind recognised by AIDKA as being on general and genuine sale to the public in Australia.
  - ii) Petrol and/or fuel that has been approved by AIDKA.

**3. Permitted Fuels:**

- a) The only petrol's and/or fuels permitted are:
  - i) Premium Unleaded Petrol (PULP) having properties and characteristics as

required by Federal and/or State Government Regulations for PULP.

ii) Fuel that has been approved by AIDKA (which also will conform to government requirements).

b) Any petrol that appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be outside it.

c) In addition, the fuel must contain no substance, which is capable of exothermic reaction in the absence of external oxygen.

d) Test methods for permitted fuels will be as recommended to AIDKA from time to time by the National Technical Officer.

e) The fuel, oil and ratio must be disclosed to the A.I.D.K.A fuel tester or officials if requested.

#### **4. Additives & Engine Lubricants:**

a) Only ambient air may be mixed with the fuel as an oxidant.

b) Only commercially available motor oil that does not contain a performance enhancing additives may be used. If requested a competitor must advise the relevant officials which brand/type and ratio of oil he/she is using.

c) No substance other than oil as described in this rule may be added to petrol used in competition.

#### **5. Fuel Testing & Sampling:**

a) The Digatron DT15 OR DT47FT Series Fuel Testing Kits will be used to test fuel. Refer to Rule Appendix B for testing procedure. AIDKA may also use any other recognised testing procedure to test the petrol and/or oil used by a competitor.

b) All samples will be taken in accordance with a detailed procedure for fuel testers that is issued and updated from time to time by the AIDKA National Technical Officer.

#### **6. Illegal Fuel Penalty:**

The non-compliance to these fuel Rules is punishable by a Penalty of up to three months suspension for the first offence and an extra twelve (12) months for additional offences.

#### **7. Control Fuel:**

AIDKA may state the details and availability of a control fuel.

These details must be on approved Supplementary Regulations for the event and will automatically constitute the designated fuel for that meeting. A control fuel cannot be a fuel, which is not an approved fuel.

#### **8. Fuel Approval**

Before any fuel may be accepted as an approved fuel, it must have all government approvals in writing. AIDKA may conduct an analysis before acceptance. A sample must be submitted to the AIDKA for analysis and approval.

AIDKA reserves the right to charge all costs associated with the fuel approval procedure back to the applicant.

#### **9. Approved Fuels:**

a) Premium Unleaded Petrol (PULP) produced by major refineries which do not contain ethenol, Elf BFK 07

b) Fuels must not contain ethanol

c) Maximum RON 99

d) Only (1) one fuel type/brand of fuel may be used, no mixing of fuels is allowed.

**APPENDIX "C"**  
**A.I.D.K.A. PENALTIES**

Should a Driver have the same offence recorded for the third (3rd) time in their Log Book in one (1) racing year, the Driver shall surrender their Licence to the Chief Steward who will recommend an A.I.D.K.A. tribunal.

1. Reprimand
2. Rear of Field
3. Loss of Points for Heat
4. Loss of Points of Day
5. Exclusion from Race or Meeting.
6. Expulsion from Course or Precincts.
7. Recommend A.I.D.K.A. Tribunal.

Note: - All penalties from 2 to 7 shall be recorded in the Driver's Log Book, recorded onto the Stewards Report Form, and forwarded to the Secretary of the Association.

**Quick Reference Guide**

Offence	Penalty
Smoking in pits: Person(s) smoking in pits will be excluded from pit area for the remainder of the day. If Driver is seen smoking in pit area, then he/she will be excluded from meeting, and reported in Log Book to the Association	5
Not attending briefing	5
Failing to obey a red flag or light	3 to 5
Passing under a yellow flag	3
Intentional failing to remove kart from track	3 to 5
Restarting motor during race	5
Speeding into pits	3
Deliberate lifting of front wheels	3
Verbal, intimidation or physical abuse -Refer Rule 35.1	
Racing after chequered flag	3
Not reporting to Steward	3
Deliberately causing a race stoppage	5
Illegal Motor(s) and or fuel	5 and 7
Dangerous re-entry to track	3
Gaining position on re-entry	3
Over aggressive or dangerous driving	3 or 5
Jumping start	2
Breaking formation	3
Deliberate shunting	4 or 5
Deliberate baulking	3 or 4
Illegal use of side pods/bars	4 or 5
On St. John's advice	5
Consumption of Alcohol and other Drug related substances – A.I.D.K.A. Drug Policy – Rule 34	

Note: - The Penalties in the Guide are only suggested penalties therefore harsher or leaner penalties may be imposed depending on the situation.

**APPENDIX "D"**  
**A.I.D.K.A. DIRT KART TRACK REQUIREMENTS**

The following are the requirements of A.I.D.K.A. for Dirt Kart Tracks in Australia. The A.I.D.K.A. Executives or National Track Inspectors Panel reserve the right to vary these Regulations at any time, the issues of safety being paramount.

1. **Club Track Inspectors:** Each Club shall appoint a Track Inspector to be responsible for track safety. Track Inspectors to liaise with National Track Safety Officer.
2. **Annual Inspection:** Tracks will be inspected by the National Track Safety Officer each year or following any track alterations before a track Licence is issued. Existing tracks will be assessed on their merits and National Track Safety Officer to assist Clubs with any necessary upgrading over a period of time (if necessary) to the required safety standard.
3. **Track Licence:** An A.I.D.K.A. track licence or any other required Licences are to be displayed at the track in a prominent area. They shall be maintained in a legible state.
4. **Track Maintenance:** It is the Steward's responsibility to check that normal track maintenance has been carried out prior to race meetings. If the track conditions are not satisfactory Stewards will stop racing until the track is satisfactory and report their actions to the National Track Safety Officer.
5. **Track Layout:** The track shape is not necessarily restricted by these Regulations as track inspectors concern is directed towards safety, tracks to be a minimum of 250m and a maximum of 600m long and to be a minimum width of 8m throughout. It is recommended that straights and high speed corners be made wider wherever practical, to allow karts more room to take evasive action and continue racing. Track surface to be water sealed dirt only, with sufficient fall to prevent puddles forming after watering. Sections of track to be no closer than 4m to itself and any closer than (5)m, a protective barrier of energy absorbing material, such as car tyres to be installed.
6. **Track Conditions:**
  - Track edges, verges and run off area:- The track must be bordered along its length on both sides by compact verges that present an even surface, free of loose stones and debris and continue to the first line of protection which would normally be a catch trap.
  - Kerbs/corners markers:- Track to be defined by a loose earth reel where possible on inner edge and if necessary on the outer edge. Reels shall not exceed two (200) hundred mm in height. If marked by other means the use of solid objects or markers that could be hit or flicked back onto following karts is strictly prohibited.
7. **Pit Area:** Pit must be clearly defined and of sufficient size to cater for a major race meeting. Must be fenced as to prevent the general public gaining unauthorised access. No smoking and Licence holder's only signs prominently displayed.
8. **Grid Lanes:**
  - Must be defined by barriers and out of control karts must not be able to escape into pits or spectator areas so as to endanger patrons, other Drivers or Crew. Grids will accommodate at least twenty (20) karts and be numbered in some way. Also must be of sufficient width to allow pushers to be clear of following karts.
  - Wherever possible grids should not be positioned at entrance to a track corner. If so consideration be given to a lead in lane running parallel to track.
  - All grid lanes are to have gates wherever possible. Preferably set back on the grid to allow karts to exit the track if necessary during racing. Gates to be closed during racing.
9. **Fire Extinguishers:** Petrol type to be located on the in and out grids and at least two (2) to be situated for easy access on the infield. Signs for Extinguisher Points to be erected as directed by the National Track Safety Officer (Infield signs may not be required). Open fires are prohibited in pits or track arena. All fire extinguishers to be a minimum size of 4.5 kg for dry chemical and nine (9) litre foam. All fire extinguishers must be mounted 1.4m from the ground on a suitable post with the correct rectangular location sign (exception being the infield extinguishers).  
**Recommended numbers:**  
Pit area minimum of two (2) extinguishers located at the entrance of the form up grid and the exit to the return to the pit grid.  
The track area a minimum of two (2) extinguishers inside the track and one (1) extinguisher at the starting area.  
Canteen area one (1) fire extinguisher and a fire blanket be installed.  
(When a State or National title are being held extra fire extinguishers will be required because of large numbers of kart in the pits. It is also recommended that people who officiate at a

meeting must have received training or maintain a suitable level of competency in the use of fire extinguishers. A list of trained persons should be available when a track inspection is carried out.

10. **Amenities:** Toilet and canteen facilities to comply with local health Regulations. Electrical and communication wires should be underground or strung overhead and any hazardous areas isolated.
11. **First Aid Requirements:** There must be clear access for an ambulance and suitable areas set aside for first aid facilities.
12. **Service Vehicle Area:** All tracks must have designated area for parking and storage of track maintenance equipment and vehicles outside race arena during racing.
13. **Control Tower:** Recommended that control towers be adequately covered, closed and ventilated with access by way of permanent structure (i.e. stairs). This area to be out of bounds except for essential race day officials.
14. **Safety Fences:** All spectator areas to be adequately fenced off to keep spectators in those areas. Fence to be approx. 1.2m high of wire mesh secured to posts maximum 3m apart. Fence to be minimum of 4m. from outer edge of track wherever possible with single strand fence 1.5m behind safety fences which should prevent spectators leaning on main fence. Where fence is closer to edge of track it is recommended that fence be 2m high to prevent karts being projected over fence.
15. **Safety Barriers:** Energy absorbing barriers to be constructed from car tyres stacked four high and bound or strapped together up and down as well as side to side. For protection between track areas or track and safety fence a continuous line of tyres as above. Barriers to be kept free of earth and debris and not placed hard up against any object.  
**Officials' Barrier:** Two (2) rows of three (3) bundles of tyres four (4) high 300mm apart. Rows to be tied side to side and up and down, to be a minimum of 1.8m from edge of track. Hay bales are not to be used for any type of barrier.  
**Catch Traps:** Loose sand catch traps to be installed in any high-speed areas as designated by track inspectors. Traps to be minimum 2m wide and kept worked up at all times.  
**Plastic Barrels:** May be used as a safety barrier around track perimeter. They cannot be used at flag points. The barrels shall be parallel sided plastic drums with minimum size six (600) hundred mm diameter by nine (900) hundred mm height. The barrels shall be secured together near top and bottom in groups of five. The barrels on the end of each group to have maximum one hundred (100) mm ballast. Each group of five (5) barrels to be tied to adjoining group with minimum eight (8) mm synthetic rope. An annual inspection will apply.  
**Pit Area Fences:** Where a post and wire fence is used around the pits. An additional two-strand wire fence is installed on the outside of the wire pit fence as a safety barrier including access gate. The new fence to be erected approximately 1.5 metres from existing wire pit fence.  
The purpose of the fences is to provide safety barriers and stop people from smoking and leaning over existing fences near flammable liquids.
16. **Trade Areas:** Designated trade areas should be provided outside pit area.
17. **Track Lighting Requirements:** All tracks with existing lighting will be required to comply to the new track criteria by 2005.  
For all new tracks and alterations/upgrades to existing tracks.  
**Grid Lighting:** Must be such that no shadows are cast which may be a danger to competitors/pit crews whilst starting karts.  
**Paddock/Pit Lighting:** Must be adequate enough for competitors/pit crew to move around the paddock without endangering themselves by objects hidden in shadows.  
**Track Lighting:**
  - 1 No Point of the racing circuit (track) will measure less than 20 Lux.
  - 2 Track lighting is to be measured at ground level in the inside, centre and the outside of the track.
  - 3 The area on the track used to record kart numbers will measure no less than 38 Lux.
  - 4 The starting area will measure no less than 38 Lux.
  - 5 No adjoining area within 10 metres will have a differential in lighting of more than 20%.
  - 6 No lighting shall cause glare to Drivers or officials.
  - 7 Any circuit used under lights must have the track edges and wind rows be maintained at a high standard and can be clearly defined during night racing.
  - 8 All new track lighting be designed by a qualified person.**Amenities and Canteen Areas Lighting:**  
Must be adequate enough for visitors, families, competitors, and pit crew to move around these areas without endangering themselves by objects hidden in shadows.  
**Track Inspectors:**

Track Inspectors appointed by A.I.D.K.A. Administration have the right to approach Club Executives if they feel an item of safety needs attention. If the Track Inspector is not satisfied that the Club has endeavoured to correct the problem then he may get another Track Inspector to inspect the premises and if in the opinion of the second Track Inspector the track is unsafe, they will advise the A.I.D.K.A. Secretary to notify the Club in writing, with a time period to have the problem corrected. If the problem is still not corrected after the allowed time, then the Track Inspectors have the power to close the track to A.I.D.K.A. Insurance cover after notifying the A.I.D.K.A. Secretary of their intention to do so.

18. **Risk Management**

All A.I.D.K.A. affiliated Clubs must have a Risk Management Programme in place and current. The Risk Management Programme shall be available at the time Track Inspections are conducted. The format should comply with the Risk Management Section Policy contained in the A.I.D.K.A. Secretary Handbook provided to each affiliated Club.

19. **All Terrain Vehicles (A.T.V)** – or similar vehicles used at A.I.D.K.A. affiliated tracks shall be operated in accordance to the Policy document provided to all Club Secretaries. This policy may be updated from time to time. All operators of these vehicles shall be provided with a copy of the A.T.V. Policy each year.

**APPENDIX "E"****A.I.D.K.A. LIST OF FEES**

1.	Senior Drivers Licence	\$150.00
2.	Junior Drivers Licence (up to 14 years of age) as of 1st February each year)	\$75.00
3.	Senior Official licence	\$50.00
4.	Senior Pit Crew	\$50.00
5.	Junior Pit Crew (up to 14 years of age as of 1st February each year)	\$20.00
6.	Re-issuing of a Licence	\$20.00
7.	Fee for Protest	
	(a) Rule 35.1(a)	\$50.00
	(b) Rule 35.1(b)	\$150.00
8.	Fee for Appeal	\$200.00
8a	Appeal Hearing Fee (A.I.D.K.A. out of pocket expenses)	up to \$100.00
9.	Initial Joining Fee	\$1,500.00
10.	Annual Affiliation Fee	\$550.00
11.	Casual Drivers Licence and Pit Crew	\$7.00
12.	Track Licence	\$550.00
13.	Fee for Demonstration (Only if it is a track not registered with A.I.D.K.A.)	\$180.00
14.	Tribunal Hearing Fee (maximum)	\$100.00
15.	Restricted Licences Restricted Senior and Junior Licence. Fees set at 50% of normal fee. These can only be issued to race from 1st September for a maximum of six (6) race meetings. Holders of Restricted Licences are ineligible to race at any State, Territory or National Title.	
16.	Administration Holding Fee (maximum twelve (12) months) (available only to a Club who wishes not to run any race meetings/practices, etc.)	\$250.00
17.	A.I.D.K.A. Restrictor Plates (for use in Rookie Class)	\$15.00
18.	A.I.D.K.A. Restrictor Plates Refund after Licence upgrade	\$5.00

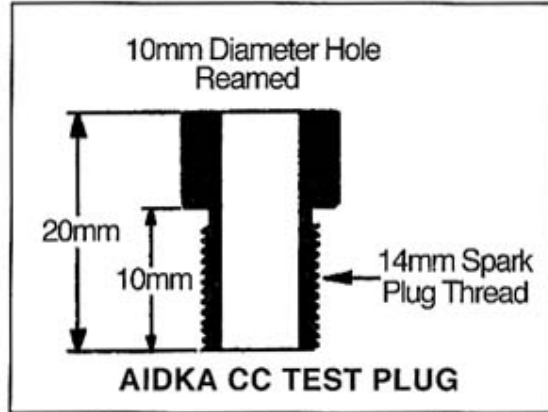
## APPENDIX "F"

### **Cylinder Head Volume Measurement:**

The measuring fluid will be a solution of 50% diesel and 50% auto transmission fluid. To be measured by use of 'B' Grade Burette maximum capacity 50cc (recommended 25cc), calibrated to a minimum 1/10th of a cc, under gravity feed.

### **Method**

- (1) Remove spark plug and insert A.I.D.K.A. CC Test Plug.
- (2) Place piston at approximately TDC.
- (3) The CC Test Plug to be withdrawn two (2) turns.
- (4) Insert the required volume of measuring fluid. Make sure the fluid is visible in the CC test plug.
- (5) Tighten CC test Plug down until it stops.
- (6) Slowly wind motor over and check for fluid level in CC Test Plug (as shown in diagram).  
(Note: Motor to be measured should be allowed to cool to ambient temperature and no fluid shall be expelled through the top of CC Test Plug.)
- (7) Should the first test fail, the competitor may request a second test. This test to repeat Items 1 to 6 above (after Step 8).
- (8) To clean out measuring fluid after failure of first test and before commencement of second test, unleaded petrol to be poured into cylinder, motor to be rinsed and blown out by inserting air hose into spark plug recess and turning piston to open exhaust, therefore, expelling excess fluid.



**Cylinder Head is not to be**

**removed.**

- (9) This applies to all 20mm plug length engines.  
Note: The CC Test Plug is available from your A.I.D.K.A. National Technical Officer.

VERTICAL MEASUREMENTS IN DIAGRAM NEED TO BE CHANGED TO 20MM TO 30MM AND 10MM TO 18MM.

## **NOTES**