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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 may incur an additional Insurance Premium 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 1st February one year to 31st 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).
- 1.13 PULP- Premium unleaded petrol
- 1.14 Red zones are defined as a minimum of the in and out grids (so long as fenced or bunted and sign posted from general public) and the race arena.
- 1.15 Club premises being defined as all areas under control of the affiliated clubs and shall include driveways, carpark, canteen, pit area and public viewing area.
- 1.16 A race meeting commences from the time of entering club premises and concludes at the closing of club premises.

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 them self 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 Members who have been suspended for driving or technical breaches of the rules shall be permitted to participate whilst under suspension in other club activities, officiating or assisting other members in the pit area.
- 2.8 Members who have been expelled for breaches of alcohol and drug, verbal, physical, behavioural or intimidating an official or fellow competitor shall be excluded from attending any AIDKA affiliated club premises.
- 2.9 All penalties imposed for rule 2.7 must have a specified period stating the start and completion date of penalty to be served.

3. RULE CHANGES & SUPPLEMENTARY RULES AND REGULATIONS

3.1 RULE CHANGES

3.1.1 See Constitution 16C and 18C (d)

3.1.2 ~~If a rule change is submitted at two consecutive rule change meetings, it shall be ineligible to be submitted again for two (2) years from the date of the AIDKA council meeting at which the second submission was defeated. (This rule to be reviewed once Rule Change Panel formed in early 2017, due to change in Rule 3.1.1) Update will go on Website.~~

3.1.3 Safety rules and regulations may be approved by the AIDKA Executive at any stage.

3.1.4 Technical rules and regulations may be approved by the AIDKA executive at any stage.

I.E: Rules that are unworkable or that must be clarified during the year

3.1.5 Any change of rule/regulation will be posted on the AIDKA website as an amendment to the current rule book and notice sent to all clubs of updates.

3.2 SUPPLEMENTARY RULES AND REGULATIONS

3.2.1 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 Supplementary Rules/Regulation proposals to the AIDKA Executive Committee.

3.2.2 The AIDKA Executive Committee shall be responsible to evaluate new Supplementary Rules/Regulations and modify them as required. All formats must be submitted to AIDKA executive 14 days prior to the event and must not contravene safety.

3.2.3 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.

- 3.2.4 Supplementary Rules and/or Regulations relating to an event will only be enforced during the event.
- 3.2.5 Supplementary Rules and/or Regulations relating to a Club shall remain in force until AIDKA removes approval.
- 3.2.6 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.
- 3.2.7 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.
- 3.2.8 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.
- 3.2.9 If a supplementary Rule/Regulation 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 Including crew members that 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/LOG BOOKS

- 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.
 - 5.1.1 All persons applying for an A.I.D.K.A licence shall be a member of an A.I.D.K.A Affiliated Club. An AIDKA licence holder must remain a member of an affiliated club at all times whilst the AIDKA licence is valid.
 - 5.1.2 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.
 - 5.1.3 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.
All licence holders shall receive a log / rule book.

- 5.1.4 If a licence holder inadvertently destroys or loses their licence or log book they must immediately notify their club secretary, pay the appropriate fee to AIDKA (as per appendix E) and apply for a reissue. Log book to be stamped or noted replacement, and any penalties already imposed entered before reissued by AIDKA.
- 5.1.5 A.I.D.K.A. may refuse to issue a Licence without giving any reason for such refusal.
- 5.1.6 No person is authorised to compete or participate unlicensed.
- 5.1.7 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. Failure to do so will incur an additional penalty.
- 5.1.8 All persons applying for an A.I.D.K.A. Licence must declare their Date of Birth for identification purposes.
- 5.1.9 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.

5.1.10 **SUSPENDED MEMBERS**

If an affiliated club suspends a member, that member must surrender their A.I.D.K.A licence to the individual club which will be returned to the AIDKA secretary to be held until the period of suspension has expired.

It is the suspended member's responsibility to contact their clubs secretary who will contact AIDKA secretary once suspension is over for return of licence.

5.2 Driver Licence

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

A driver wishing to race in a class higher than their current licence grade must start ROF until they have 3 licence grade endorsements. They will then be eligible to upgrade to that licence grade.

Senior Licence Grades:

- A Grade – 200cc, KT Twin, Outlaw
- B Grade – 100cc, 125cc.
- C Grade – All KT's

Junior Licence Grades:

- Junior 9 - 15 years old
- Rookie 7 - 11 years old
- Midgets 5 - 7 years old

Probationary Licence:

- 5.2.2 If a Drivers Licence is expired longer than 5 years, the Driver shall be required to run Rear of Field (R.O.F) for a minimum of three (3) meetings. Drivers with licences expired longer than 2 years, but less than 5 years shall be required to do a minimum of 1 meeting (ROF) and required to be signed off by the Chief Steward.

5.3 Non driver Licence

- 5.3.1 Official licence
- 5.3.2 Junior and Senior Pit crew licence

5.4 Junior, Rookies & Midgets

- 5.4.1 (a) Midget drivers are defined as drivers from 5 years of age until their 7th birthday.
(b) Rookie drivers are defined as being 7 years of age up to 11 years of age. At the age of 9 years old the driver may elect to become a Junior or continue as a Rookie driver until their 11th birthday. Once 11 years old they must go into junior class unless an exemption has been granted from the AIDKA executive.
(c) Junior drivers are defined as being nine (9) years of age up to 15 years. 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 or until their 15th birthday, once 15 years old they must go into a senior field. 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. They must hold a Senior Probationary Licence before participating in any senior field. At the age of 14, Junior drivers may participate in a KT Senior kart ("C" Grade Licence) at education days. Only licenced juniors can be on the track at this time, they must not be on the track at the same time as senior drivers in any circumstances.
- 5.4.2 Juniors, Rookies and Midgets as defined in these Rules of Racing may not compete in Senior Events.
- 5.4.3 No person under the age of nine (9) years shall participate in competitive Events. Drivers under nine (9) years shall have the emphasis on education and skills, Midget and Rookies classes are both non-competitive classes.
- 5.4.4 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 must be 13mm maximum (all gases must pass through plate) with no modifications and returned when no longer required. A fee as defined in Appendix "E" shall apply.

5.5 Probationary Driver

- 5.5.1 A Probationary Driver is a new Driver who has not held an A.I.D.K.A. drivers licence, a driver who has not had a licence for the past five (5) years or a driver who is upgrading from a Junior licence to a Senior licence. A.I.D.K.A. Affiliated Club Officials may from time to time determine a Driver to be a Probationary Driver and issue that Driver with a Probationary Licence.
- 5.5.2 A Probationary Driver will have to complete at least three (3) meetings at the Rear of Field (R.O.F.) Stewards can endorse their licence at the end of the meeting before a full licence can be issued. If at the end of 3 meetings the stewards are not satisfied to the ability of the Driver to compete in the draw, then the stewards may ask the probationary driver to compete in additional meetings rear of field (ROF).
To constitute a completed race meeting for the purpose of signing log books a minimum of three (3) heats must have been completed for one class only.
- 5.5.3 While a Probationary Driver, the Driver shall display a "P-Plate" at the rear of the kart.

- 5.5.4 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.

5.6 Casual Passes

- 5.6.1 A Casual licence holder becomes a temporary member of that A.I.D.K.A. Affiliated Club. When a casual pass is purchased and they complete an Official registration form on the day as set by AIDKA. They are then permitted to drive at a meeting in a novice session with Non-Licensed drivers or at a scheduled Education meeting under the strict supervision of track officials.
- 5.6.2 Casual pass Registration Forms shall be forwarded to Secretary of A.I.D.K.A. within two (2) working days following the completion of an Event.
- 5.6.3 The Casual Licence may be used as a Licence to allow entry of unlicensed people into the pits.
- 5.6.4 Insurance Policies only cover members of Affiliated A.I.D.K.A. Clubs. Ambulance Insurance cover is an A.I.D.K.A. requirement
- 5.6.5 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 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. **The Medical Certificate must contain the words "fit to compete in motorsport".**

5.7 Log Books

- 5.7.1 All Licence Holders will be issued with a Log Book when they receive their Licence.
- 5.7.2 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 also ensure that the licence card has correct licence grade for that driver. In the case of pit crew/official, date, club 'PC' or 'Off' and signature will be entered.
- 5.7.3 Drivers 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.
- 5.7.4 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.
- 5.7.5 All points and penalties shall be shown in the Log Book and entered on the Lap Scorers Sheets.
- 5.7.6 A driver may only race in a class they have paid nominations for and is entered in drivers log book. A driver may, (subject to the Chief Steward's permission) undertake kart tuning in another class so long as it is undertaken at ROF and does not take part in competitive racing.

5.8 Single Event Licence

- 5.8.1 Competitors may apply for a Single Event Licence to participate in AIDKA sanctioned events without possessing a full AIDKA Licence.
- 5.8.2 A maximum of two (2) single event licences may be issued to the same person during a racing season for competition divisions, after which a full licence must be applied for.
- 5.8.3 The applicant must run ROF.
- 5.8.4 A Day Licence cannot be used at an AIDKA title event.
- 5.8.5 A Day Licence will not count for probationary signatures.
- 5.8.6 Single licence holders must be a member of an AIDKA affiliated club. Single licence will only be issued via the AIDKA website.

6. ADMINISTRATION (MEMBERSHIP REFER A.I.D.K.A. CONSTITUTION)

- 6.1.1 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.
- 6.1.2 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

- 6.2.1 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 31st May of each year.
- 6.2.2 All Clubs are to submit a season race calendar to the Secretary of the Association by September 30 of each year.
- 6.2.3 The Association shall collate all Club race season calendars and arbitrate in the event of date clashes.
- 6.2.4 Twelve (12) race meetings (South Australian clubs Ten (10) race meetings) including – one (1) Blue ribbon event per Club per year plus four (4) Education Days/ Promotional Days per year. Remote clubs (no club within 500km) are eligible for twelve (12) practice days per year. States with less than 6 clubs may have eight (8) Education/Promotional Days per year. 2 of these days are to be dedicated to Junior licence grades only, 1 of these days are to be dedicated to un-licenced people only.
- 6.2.5 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).
- 6.2.6 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 Blue Ribbon Event or Title Event within the State or Territory.
- 6.2.7 Any new Club joining A.I.D.K.A. must comply with all safety Rules immediately. Other rules must be adhered to within twelve (12)

calendar months from Affiliation acceptance by A.I.D.K.A.

- 6.2.8 Only one day of a 2 day event will be sanctioned as a BRE. All clubs are allowed 1 day per year as BRE, should the event require two days the second day will be classed as an open club event. 2 day events may incur extra insurance as per rule 1.3

7. RULES OF RACING

- 7.1 No Junior Driver or Senior Driver is allowed to practice or compete on the track at the same time.
- 7.2 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.
- 7.3 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.
- 7.4 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.
- 7.5 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.
- 7.6 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.
- 7.7 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 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.
- 7.8 No karts shall accelerate faster than the pole position holder until the start signal is given.
- 7.9 No karts shall break formation until the start signal is given unless they break formation and decelerate because of unforeseen circumstances.
- 7.10 Any kart, which is to be overtaken, shall hold their line and not baulk the kart doing the overtaking.
- 7.11 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.
- 7.12 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.
Or: A deduction of points agreed upon by the stewards.
- 7.13 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.
- 7.14 No Driver shall push start their kart. There shall be at least one (1) pusher preferably two (2)
- 7.15 At no time shall a Driver permit their kart to be pushed or driven in

- the opposite direction of the race being run.
- 7.16 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. No use of feet, hands or any part of the body is allowed. If the kart does not start immediately and move under its own power it must be removed from the track as per all classes. Assistance of any kind to restart karts during a race is not allowed. Penalty loss of points for heat. Any driver that continues to attempt to restart their kart with field approaching for the next lap will lose all points for that heat and a further penalty shall be imposed, "recommend 5 points".
- Rookie class can be restarted if it can be safely done
- 7.17 Any driver who as a result of a rollover or potentially serious injury (RED Flag/RACE stoppage) shall not be able to compete in any restart of that race, nor shall they be able to compete in any other immediate class of racing, until they have been cleared by St John or State Ambulance Service or have been observed for a minimum of 30 minutes by First Aid personnel to not have any residual effects of rollover or injury. Any person refusing assessment by First Aid personnel will be excluded from further participation in the race meeting and will be required to provide A.I.D.K.A Secretary with a medical clearance from a recognised medical practitioner to confirm the person is fit to compete in motorsport. Any person, who as a result of a rollover or potentially serious injury (red Flag/Race Stoppage), will not receive any points for that heat.
- 7.17.1 Any driver that is suspected of any loss of Conscious State or serious injury that has been taken to hospital will take no further part of that meeting or any other AIDKA race meetings until checked out by a Medical Practitioner and medical certificate produced to the AIDKA Secretary. (Entry to be made into Log Book). Medical certificate must contain the words "fit to compete in motorsport".
- 7.18 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 7.2 of Rules of Racing.
- 7.19 If whilst 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
- 7.20 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.
- 7.21 To be classified a starter a Driver must face the starter and receive the green flag/light.
- 7.22 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.
- 7.23 Drivers that have the same offence recorded for a third time in their log book in one race calendar year shall surrender their licence/log book to the Chief Steward who will make an endorsement of

penalty and dates of enforcement on AIDKA faults and penalties page and return log book to member. A penalty of up to three months suspension from driving shall be imposed. AIDKA Secretary to be advised of suspension. During suspension period drivers are permitted to attend AIDKA affiliated events and assist as an official or enter pit area.

7.24 Any driver not taking the track proper of the day maybe subject to a penalty.

8. GENERAL COMPETITION

8.1 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. Beacons are permitted to be used track side for the purpose of operating lap timers.

8.1.1 Only AIDKA approved transponders are permitted.

8.2 All Drivers and pit crew must attend the Drivers' briefing.

8.3 A driver may only race the kart scrutineered at the start of the meeting unless the chassis is determined to be unrepairable by the scrutineer. The additional kart must be scrutineered as per AIDKA rules and the driver may start from their original starting positions. If a driver uses an additional kart for any other reason they must start ROF.

8.4 All motors shall be made available for inspection and engine measurement as requested by the Chief Steward or engine measurer.

8.5 Engines must be presented to the engine measuring area for measurement immediately after the event if requested by the Chief Steward or engine measurer.

8.6 It is the responsibility of the owner to rebuild their motor.

8.7 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 7.17 shall apply.

8.7.1 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 provided they have not been a kart which has rolled over or deemed to have caused the race stoppage. Restarts after one (1) lap will be Single Indian File.

8.7.2 If 2/3rds of the race has been completed, the race will be declared.

8.7.3 Race stoppage offenders may be sent R.O.F at the discretion of the Chief Steward at all A.I.D.K.A. Events.

8.8 The Chief Steward shall declare a race if there is only one (1) kart left racing in a race.

8.9 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.

8.10 If a Driver moves up to a higher grade (e.g. KT to 125) then the Driver must compete at the rear of the field for the duration of three (3) meetings until they have received 3 endorsements from the Chief Steward.

(Reference Appendix "A" for Title qualifications)

8.10.1 Driver must complete 3 heats in one class (to constitute a race

meeting for purposes of signing off log books) on the day. Log Books to be handed to the Chief Steward at the Drivers briefing and returned signed at end of meeting. Only one (1) CLASS signing per driver is to be endorsed at any race meeting.

- 8.11 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.
- 8.12 It is the Stewards discretion at which point a kart shall be removed from the track because of failure to start.
- 8.13 No person shall use the track as a thoroughfare or cross the track whilst a race is in progress, unless to assist with a potential safety issue.
- 8.14 AIDKA Executive to form a sub-committee to refine the rules of racing.
- 8.14.1 Any changes shall be forwarded to Affiliated Clubs and published on the website.

8.15 The Pits

- 8.15.1 Only A.I.D.K.A. licenced persons are permitted into the pit area.
- 8.15.2 No Driver, participant, crew or official shall smoke, light fires, weld or use any open flame instruments within the confines of the pit area.
- 8.15.3 No kart shall be driven within the confines of the pit area.
- 8.15.4 No alcoholic beverages shall be consumed within the pit area.
- 8.15.5 No Driver shall enter the in-grid at speed, such as to endanger other drivers, crews or officials.
- 8.15.6 Fully enclosed footwear must be worn within pit or racing area
- 8.15.7 All karts must be pitted in the designated pit area in accordance with affiliated club licence.
- No kart shall be started outside of the pit area or red zones.
- 8.15.8
 - a) The pit area commences at the start of drivers briefing and concludes following the final event (or any other kart activity on the race track)
 - b) Drivers wishing to start their karts before this must have the chief stewards consent and must be done within the red zones.
 - c) For events where practice is offered before drivers briefing, drivers may start their karts in the tracks red zones.
 - d) Title events will have pit open/close times outlined within the prospectus.

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.

- 9.2.1 It is compulsory for St John's or alternative State first aid unit or ambulance to be present before racing commences at all AIDKA sanctioned Blue Ribbon Events and Title events. In the event that the St John ambulance is called away for an emergency, racing may continue on proviso that 2 senior first aiders and AIDKA approved minimum standard of 1st Aid equipment and 1st aid room are available. These first aiders may only provide first aid and not perform any other duties at the meeting.
- 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.
- All other formats must be submitted to AIDKA 14 days prior to the event and must not contravene safety.
- 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 When 80 or less total nominations are received, three (3) or more nominations present on the day will constitute a class. If 80 or more than 80 nominations are received five or more nominations must be present on the day to constitute a class. If less than five (5) nominations are received at any meeting, Licence grades classes (A & B) maybe combined. The organisers have the right to cancel or combine classes if necessary.
- 9.10 The maximum contestants in any final shall be 20, unless an AIDKA National Track Safety Officer has specified a lower track limit. Where applicable the final will be eligible to only the top twenty point scorers of a class with starting positions being determined by highest points starting from the front. If one or more of the top twenty point scorers are unable to compete in the final the drivers in lower grid positions then move up grid positions therefore allowing drivers that were not previously in the top 20 (in the points position) to also move up, allowing the full capacity of 20 in the final.

9.11 Grid and Meeting Positions

9.11.1 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

9.11.2 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:

- 1 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...
- 2 The driver with the lower "Grid Draw" points for the 4 heats plus the final is awarded the lower numbered meeting position.
- 3 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...
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 meeting position.

9.11.3 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.

- 9.12 Late Nominations (if accepted by club) to Rear of Field all day including all Finals at club discretion.
- 9.12.1 In the event of a race meeting being cancelled, if one full round has not been completed then all drivers shall have their nomination money refunded in full.

9.13 POINTS SYSTEM

- 9.13.1 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.

- 9.13.2 "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.

- 9.13.3 "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.

- 9.13.4 Heat & final placings can be determined by either using the point penalty system where the other positions don't alter or the club has the option to penalise driver's positions and move other places up. The points for those places that are not affected will remain the same. EG: 1st place is penalised 2 places, they are moved back to 3rd and 3rd and 2nd are moved up to 1st and 2nd. All other places will be determined as per point allocations.
- 9.13.5 Count back: Refer Rule 9.11

10. WEIGHTS

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

Class	Combined Weight	Class	Combined Weight
Rookies	No Combined Weight	KT Twin.....	160kg
J Junior Light	95kg	Statesman	140kg
J Junior Heavy	115kg	125cc Light.....	140kg
KT Light.....	120kg	125cc Heavy	165kg
KT Medium.....	140kg	100cc Open.....	140kg
KT Heavy.....	160kg	200cc Open.....	160kg
		Outlaw	165kg

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 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. Driver must stand as close as practical to the centre of the kart to weigh total combined weight. Clubs need to add two strips of material cross wise on scales to position rear wheels this will prevent rear wheels from rolling when driver is standing in kart.

10.3 A person who contravenes Rule 10.1(Table) will be guilty of an offence and be liable to penalty. The offence shall be Appendix "C" Penalty C (loss of points for heat).

10.4 Maximum kart weight for J Junior Heavy 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.

Clubs may elect to run 125cc at a combined weight of 150kg where numbers do not allow for split field. Maximum kart weight can only be determined before the start of the race as the kart is presented on the out grid. An official, weigh Marshall or Driver can request that mud be scraped from a kart before or after weighing if they think it will have an effect on the weight of the kart or combined weight. The driver only with the use of a Scrapper has up to 2 minutes with the presence of an official to remove any excess dirt. If the kart fails to comply the driver will be excluded from the race.

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. Penalty to be imposed, immediate loss of licence for up to 3 months.
- 10.7 It is the driver's responsibility to ensure the combined kart and driver weight is above minimum weight specified in Rule 10.1 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 (1st) weigh 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 Midgets

Children aged 5 -7 years- Demonstration- training class only

CLASS SPECIFICATIONS

Engine: Honda GX35, unmodified, must be fitted with a kill switch located on the steering wheel.

Chassis: Steel or chrome-moly tubing, must be midget chassis registration seal affixed to the main chassis rail of the kart.

Wheel base: 740mm – 860mm

Rear track width: Maximum 1100mm

Wheels; Metallic Construction – 5" diameter x 135mm maximum width (measured on outside)

Tyres: 10" x 4.0" or 4.5" - 5 or 11" x 5-5" Wet Tyres and/or 11" x 5 or 5.5" – 5" Dirt Tyres

Gearing:

Gearing Ratio	
6-58	9.666:1
7-68	9.714:1
8-78	9.75:1
9-88	9.777:1

Brakes: Hydraulic or Mechanical

Body work: Compulsory nosecone, Nassau panel and side pods

Rear bumper: Must be of plastic construction. Rear wheels may protrude a maximum of 25mm per side beyond the plastic rear bumper.

Protective equipment: AS PER RULE BOOK

Other: all Data collection communication and telemetry is prohibited

11.1.2 **Rookie**

Children aged from 8years of age up to 11 years of age, Non Competitive class.

- a) Restricted to drivers as defined in Rule 5.4.1 (b)
- 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. No modifications are allowed to the restrictor and no additional devices may be fitted in order to improve the flow of exhaust gases through the restrictor.

Option to run a rear bumper that covers the full kart width and made of plastic construction.

11.1.3 **J Junior – Light, Heavy**

Children aged from 9years of age up to 15 years of age.

- a) Restricted to Junior drivers as defined in Rule 5.4.1 (c)
- 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 **KT – Ladies (non-competitive class, demonstration only)**

- a) Kart and Driver weight to be a minimum 120 kg
- b) If a lady chooses to race in KT Ladies then they may not race in any other KT Class on the day.
- c) This class is a demonstration class and does not count towards probationary signatures. They may however after starting 3 meetings at the rear of field of ladies, start in the draw in KT Ladies only. If they race in an open KT class they must start at the rear until they complete their normal probationary period.
- d) This is a non-competitive class and is not to be contested at any title events.

11.1.6 **Statesman**

- a) Restricted to Drivers who are at least 40 years of age by January 1st in the year of racing.
- b) Single Yamaha KT100S Engine as per Rule 11.3

11.1.7 **KT Twin**

- a) A driver must be 17 years or older to apply for an A grade 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

11.1.8 **125 – Light, Heavy**

- a) Minimum age Sixteen (16) years.
- b) The only eligible engines are the IAME Parilla 125cc LEOPARD RL as per rule 11.4, ROTAX FR125, Max as per rule 11.5, PRD 125cc Fireball as per Rule 11.6, IAME Parilla 125cc X30 as per Rule 11.7, and the PRD 125cc Galaxy as per Rule 11.8.
- c) Technical specifications for these engines are available on the AIDKA website www.aidka.com.au
- d) No evolution components are permissible without approval from the AIDKA technical committee.

11.1.9 100cc Open

- a) Minimum age Sixteen (16) years.
- b) Any single cylinder engine that is or has been CIK homologated, air or water cooled 100cc engine + 10%
- c) Parts are interchangeable from similar style engines.

11.1.10 Outlaw

- a) A driver must be Seventeen (17) years or older to apply for an A grade licence.
- 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 375 mm. 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).

11.1.11 200cc Open

- a) A driver must be Seventeen (17) years or older to apply for an A grade licence.
- b) 130cc to 200cc (+10%)
- c) No clutches allowed

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 store 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 or Italsport Red Clutch, 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).

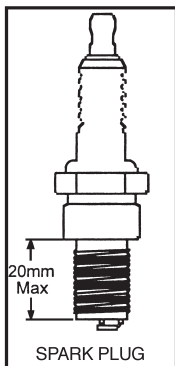
This applies to all State, Territory and National Titles as well Club Competition Events.

- 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 Rookies

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) Rookie clutch non-tech items are clutch sprockets, bearings, bushes, spacers and fasteners.

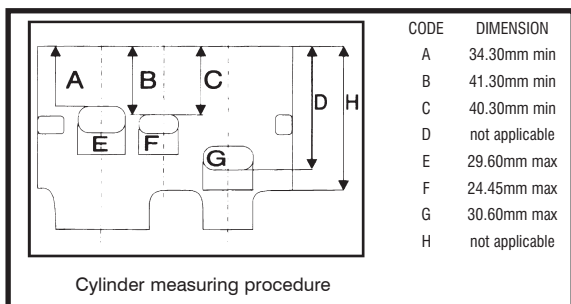
11.2.7 Displacement:

The maximum piston and stroke are: Piston-51.20mm 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.



11.2.9 Engine Compliance

Refer to appendix "F" for procedure

11.2.10 Cylinder Head:

- Must be original Yamaha casting.
- 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.
- The combustion chamber style is required to have a squish band and chamber which are Visually concentric to the spark plug.
- The combustion chamber volume shall be a minimum of eleven 11cc.
Refer to Appendix "F" for procedure.
- The combustion chamber/squish area shall not protrude beyond the gasket sealing face of the cylinder head.
- The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.
- Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 33.5mm.
- 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:

- Must be approved and stock appearing.
- Legal pistons are Yamaha, KSI or Strike with cast piston crown or Strike Evolution 1 with machined piston crown. These pistons must be approved and stock. 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 circlips. The piston skirt length may be machined, provided its length must 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 (The KSI replacement conrod will no longer be allowable from 2014 - 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 92.7mm. 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.

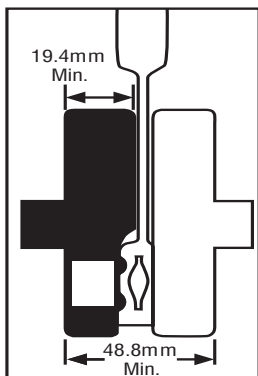
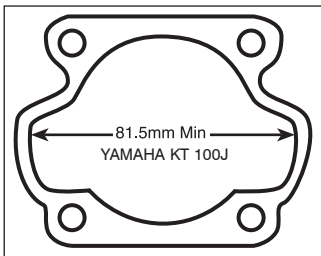


Diagram is for dimensional uses only

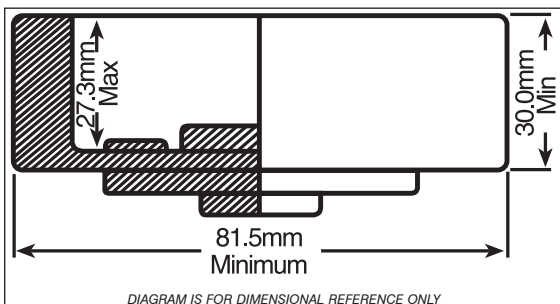
11.2.14 Crankcase:

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:

- Must be external rotor type and OEM supply.
- Both C.D.I. and T.C.I. ignition units and stator coils as supplied by Yamaha are eligible.
- 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.
- No C.D.I. unit shall vary more than one (1) degree between 5,000RPM and 10,000 rpm.
- It is permissible to repair/replace the connector for both CDI and TCI modules and mating wire.
- Maximum inside diameter measurement of the ignition rotor to be 62.00mm.



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.

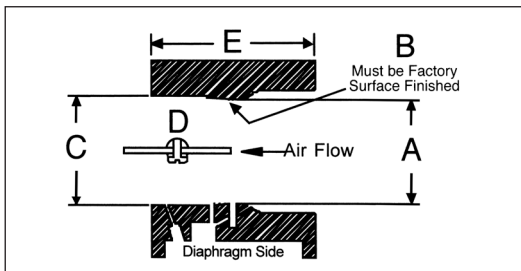


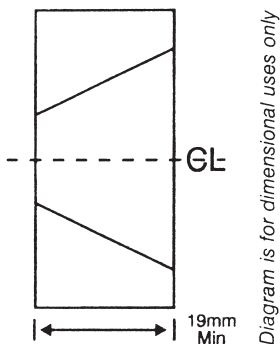
DIAGRAM IS FOR DIMENSIONAL REFERENCE ONLY

11.2.17 Pressured Fuel Systems:

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

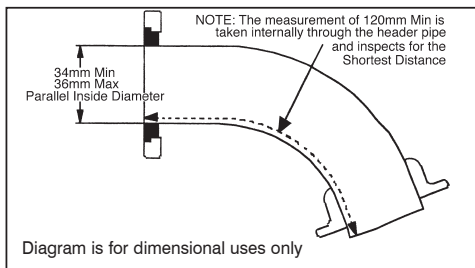
11.2.18 Phenolic Spacer:

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.



11.2.19 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. Exhaust gas area from piston to muffler, the gases must pass through, in the manner in which the original manufacture intended. No additional parts/paths allowed within, that may gain performance.



11.2.20 Exhaust Muffler

Muffler must be commercially manufactured for Karting. No internally individual modifications allowed. External repairs or damage that doesn't gain performance are allowed. In any dispute the technical committee's decision is final.

11.2.21 Exhaust Header Studs:

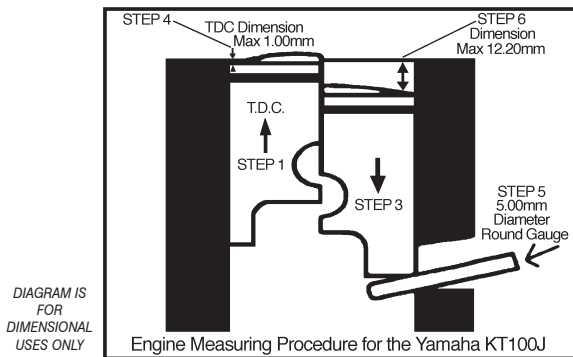
Must remain in their original position.

11.2.22 Internal Parts:

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

11.2.23 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. 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, are legal. Maximum piston diameter is 55.00mm.

(a) The use of thermal barrier 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.

11.3.2 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. permitted. Ignition key is a non-tech item. The rotor must be OEM with no modifications. The rotor outside diameter may be cleaned or lightly sanded but no additional machining is allowed.

11.3.4 Crankshaft

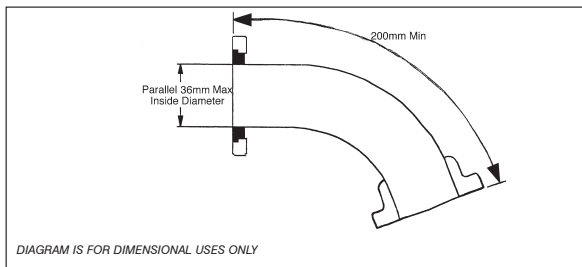
Crankshaft must be the original KT 100S with a maximum stroke of 46.20mm.

11.3.4.1 Connecting Rod

The connecting Rod must be original KT100S, KT100J. The KSI Replacement rod will no longer be allowable.

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.



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 11.1.8)

11.3.7 Cylinder

The cylinder must be of original Yamaha KT 100S manufactured materials only unless otherwise specified. The cylinder is not to have any additional / removable inserts/passages / tubes or dividers of any type.

Porting is allowable but must be only to the existing ports in their original intended layout. No additional ports or plugging of any ports. Threaded inserts are permissible to repair existing threads; studs may be replaced with bolts in existing location.

Re-machining of all factory machined surfaces is permissible.

11.3.8 Carburetor

Minimum carburetor body length of 37.5mm.

11.3.9 Inlet Track Length

Minimum inlet track length shall be 63mm measured from the outer carburetor adaptor face to the piston wall. Phenolic spacer and alloy adaptor must be retained. Gaskets may be added to achieve the minimum dimensions.

- 11.3.10 Pistons approved are Strike, H Piston (this piston has a graphite coating), Yamaha, KSI, KSI Mk11, JDP/Vertex, ARC (forged and cast).

- 11.4 IAME Parilla 125cc LEOPARD RL**
Specifications Refer: www.aidka.com.au for technical specifications.
- 11.5 BOMBARDIER ROTAX FR125 MAX**
Specifications Refer: www.aidka.com.au for technical specifications.
- 11.5.1** Allow the use of the following Rotax EVO 125 Parts. Piston, Conrod, Exhaust Expansion. The Tech committee may review the list of components and add components if required.
- 11.6 PRD FIREBALL 125cc**
Specifications Refer: www.aidka.com.au for technical specifications.
- 11.7 IAME Parilla 125cc X30**
Specifications Refer: www.aidka.com.au for technical specifications.
- 11.8 PRD 125cc Galaxy**
Specifications Refer: www.aidka.com.au for technical specifications.
- 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, AS/NZ 1698, SA 2000, SA2005, SA2010, SAH2010, FIA-8860, M2000, M2010, K98, K2005, K2010, CMR2007, BS6658 type A and BS6658 type A/FR British Standards (including all amendments) SFI 31.1, SFI 31.1A, SFI 32.2A, SNELL SA2015 M2015 standards . The maximum age of a helmet will be 10 years from date of manufacture. Helmets must be in sound condition, full face and fitted with a shatterproof visor as supplied by the manufacturer or goggles must be worn. No Open Face Helmets are allowed. Tear-offs, Roll-ons or some form of mud clearing device must be used to maintain good vision. Helmets visors must be closed whilst kart is under power within the race arena.
- 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. Flame retardant kart suits are recommended. Disposable type overalls are not acceptable.
- 13.3 All Drivers must wear gloves fully enclosed. Only thumb and forefinger tip from the first knuckle can be removed.

- 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 and must be worn as per manufacturers' recommendations. 360 devices or equivalent must be worn as per manufacturers' recommendations. If neck brace comes off or is loose during a race then driver shall be black flagged for faulty safety equipment and no points will be given.
- 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 A, B or C, as per Appendix C).
- 13.9 No Driver is to mount cameras on helmets, cameras maybe mounted on karts.

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. All karts must be Scrutineered prior to nominations.
- 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 suit Junior Drivers.
- 14.8 All motors must be fitted with the appropriate sealing nut as per Appendix A17

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. As from 2014, only holes for the purpose of mounting keyways are allowable.
- 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 pegs exempt). Front to be a minimum of 15.0mm and maximum 20.0mm with a wall thickness of 1.6mm minimum and 2.4mm maximum. Front bumper maximum height to be 200mm measured from the bottom of the lower bumper to the top of the upper bumper. Rear to be a minimum 18.0mm and maximum of 30.0mm with a wall thickness of 1.6mm minimum and 2.4mm maximum. The rear bumper must not exceed outside the width of the main chassis rails and maximum height to be 250mm measured from the bottom of the main chassis rails to the top of the bumper. A chain guard Tag 30 x 20 x 4mm will be accepted.
- 15.1.8 **Bodywork:** The only permissible bodywork or aerodynamic aids are side pods, Nassau panel and nosecones. Must be made from shatterproof / non-metallic material. Fibreglass Nassau panel/wings must be chopped strand matting type. If plastic, it must be non-splintering.
- 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 18.0 mm and a maximum of 30.00mm, Steel bars to be a minimum thickness of 1.5 mm and 2.4mm maximum.. Aluminium bars to be a minimum thickness of 2.0mm and 3.0mm maximum.
- 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 leading edge of the pod must be inside the plane covering, the outside of the rear of the front tyre and the outside of the front of the rear tyre. The rear tyre may not extend 25mm past the outside of the pod or more than 25mm inside the outside edge of the pod. Ground clearance must be a minimum of 25mm and fill a maximum of 70% of the distance between the tyres, measured at centre line

- of the tyres. The front tyre must not make contact with the pod.
- 15.2.8 Nassau panel may be no wider than 500mm, no higher than 50mm above the steering wheel and must not restrict the driver.
Nose Cones: All classes are permitted to use nose cones.
Must be made from plastic only and must be non-splintering and non-shatterable.
Nose cone must be able to be removed without the use of tools.
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. A grade to have Hydraulic Disc brakes.
- 15.3.2 Brakes must be able to stop the kart. The rear wheels must 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.
- 15.4.6 Tie rods are not to come into contact with steering shaft when at full lock left or right. Adjustable steering stops required on right and left sides of kart to prevent tie rods from making contact with steering shaft and locking up steering.
- 15.4.7 Stub axle bolts to have no area of thread inside chassis or stub section.

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 plastic or metallic chain guard that protects the driver/crew in the event of a chain breakage or prevent the driver/crew from trapping their fingers in the chain. It must be fixed at two points to cover chain and prevent the guard from being dislodged. KT Twin and 200 Open must have a chain guard on each drive chain.
- Chain Guards that do not connect to the engine sprocket guard will have a maximum of 30mm gap between the chain guard and the engine sprocket guard on the motor. The engine sprocket guard must give sufficient front and side protection to prevent the driver trapping his/her fingers in the chain
- 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

The only permitted tanks are those purchased from a kart manufacturer designed for carrying fuel. Aluminium or metallic materials can be used with a minimum thickness of 1.6mm. No plastic/aluminium /stainless steel food or drink containers of any type or design is permitted. The fuel tank shall be securely mounted to the floor tray or chassis positioned between the drivers legs and the floor tray. An overflow/ breather line must be fitted as to prevent spillage.

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 Rear number plates shall be flexible material with a flat surface that is a minimum of 200mm square, to carry numbers which must be a minimum of 145mm high and a minimum of 20mm thick and be a plain or italic font. The numbers must be a minimum of 10mm from the edge of the plate or flexible material and a 10mm gap between double or triple digit numbers. Front numbers to have a minimum of a 20mm background, 145mm high and a minimum of 20mm thick and be plain or italic font. A letter must be run on a state plate showing the state of origin minimum of 100mm high.
- 15.9.2 Side numbers on karts are compulsory. Numbers may be attached to the inner rear part of the side pod with a flexible plastic plate (no metal brackets permitted) or stuck to the outside of the pod.

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 passed 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** - Faulty equipment or has broken rules of racing must leave track with caution. Board with number can be shown



16.7 **White** - One lap remaining.



16.8 **Black & White Chequered** - Race finished. All karts passing this flag must stop racing and slow down with caution.



16.9 **Red & White Chequered** - All karts are to return to the pits and await further instructions.

- 15.9.3 Side number plates/backgrounds must be large enough to carry numbers which must be a minimum of 100mm high and a minimum of 15mm thick and be a plain or italic font. The numbers must be a minimum of 10mm from the edge of the plate or flexible material and a 10mm gap between double or triple digit numbers.
- 15.9.4 All numbers are to comply with the colours of the particular class being raced without highlight lines or borders.
- 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 seat mounts.
- 15.12 Fasteners**
- 15.12.1 All fasteners under the kart must be bolted upright. No bolt is to protrude in a dangerous manner.
- 15.13 Exhaust**
- 15.13.1 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.
- 15.13.2 All mufflers to be fixed with multi-strand wire (throttle cable) between the muffler and header.
- 15.13.3 The muffler must not protrude outside the rear wheel track.
- 15.14 Throttle**
- 15.14.1 Throttles must be fitted with two return springs, (one at the pedal and carburettor) both able to shut the throttle if one should fail.
- 15.15 Transmission**
- 15.15.1 All systems of varying the drive ratio in motion by torque manipulation are forbidden in all classes except gearbox classes.
- 15.15.2 Front wheel driver systems are forbidden.
- 15.15.3 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.
- 15.16 Transponders**
- Transponders are to be either fitted to the upper Nassau mount or under the Nassau panel, no closer than 400mm from the front of the kart. This is measured 90 degrees up from the floor tray.
- 15.17 Outlaws**
- 15.17.1 All karts must comply with all regulations within this section, plus any additional and overriding class specifications listed within this book.

17 PLATES

- 17.1 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.
- 17.2 200cc Open/125cc - Black on white
- 17.3 100cc Open - White on black
- 17.4 KT Open - Black on yellow
- 17.5 Juniors/Rookies - White on green
- 17.6 Outlaw 250 - White on blue
- 17.7 State or Territory Titles - White on red.
Australian Title holder – Yellow on Green.
- 17.8 A.I.D.K.A. owns the rights to numbers one (1), two (2) and three (3) at any level.

18 OFFICIALS

- 18.1 All officials at A.I.D.K.A. affiliated race meetings shall hold the appropriate licence.
- 18.2 The same person may, if the A.I.D.K.A. affiliated Club decides to do so, undertake several official duties.

19 STEWARDS

- Each Club will nominate one (1) person to the National Steward Coordinator and AIDKA, 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:-
- 19.1 Enforce the Rules of Racing as laid down by A.I.D.K.A.
 - 19.2 Adjudicate over any disputation to arise during a race meeting.
 - 19.3 Decide and impose penalties for any breach of the Rules of Racing.
 - 19.4 Notify the Driver of any penalty imposed either personally or via the Driver's representative.
 - 19.5 Prohibit from competing any Driver or kart which is considered to be dangerous as reported by officials.
 - 19.6 Expel from the grounds any person(s) who refuses to obey the instructions of an official.
 - 19.7 Postpone or alter the conditions of a competition for reasons of safety or 'Force Majeure'.
 - 19.8 Appoint temporary substitutes to replace Stewards unable to perform their duties.
 - 19.9 Authorise alteration of the official program.
 - 19.10 Accept a correction by a judge.
 - 19.11 Allow a title or meeting to be declared after four heats for reasons of safety or 'Force Majeure'.
 - 19.12 Stewards have the authority to deduct (20 points system) or add (zero points system) a nominal number of points at any time.
 - 19.13 At any race meetings with over 100 nominations clubs must have a minimum of 2 stewards.
 - 19.14 Probationary stewards can start from 16 years old but must work under a senior steward. Senior stewards to be a minimum age of 18 years old.

20 CLERK OF THE COURSE

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

21 SCRUTINEER(S)

- 21.1 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.
- 21.2 Examine karts before practice/racing commences.
- 21.3 Ensure Log Book procedures are carried out.
- 21.4 Report any irregularities to the Owner/Driver.
- 21.5 Request the rectification of any unsafe irregularities before using the kart.
- 21.6 Note any unsafe irregularities in the Driver's Log Book.
- 21.7 Notify the Steward(s) should a Driver/Owner choose to ignore 21.4.
- 21.8 Be available during the course of the meeting to examine karts involved in accidents as directed by the Steward(s).

22. PIT MARSHALL(S)

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

23 LAP SCORER(S)

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

24 STARTER

- 24.1 Notify Drivers to form up with crossed green and yellow flags.
- 24.2 Start and finish a race.
- 24.3 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.
- 24.4 Assist the Steward(s).
- 24.5 Communicate with the Drivers through flags, lights and boards as necessary.
- 24.6 Starter must hold a current Stewards accreditation.

25 ENGINE MEASURER(S)

- 25.1 Be available for the purpose of engine measuring when required.
- 25.2 Organise to have the appropriate measuring equipment available as necessary.
- 25.3 Ensure that all engines presented for inspection comply with the specification for that class.
- 25.4 Report any irregularities found during engine measurement directly to the Steward(s).
- 25.5 Engine Measurers must not measure engines they have built.
- 25.6 If consent is not given for an engine to be fully inspected by the engine measurers, then the driver will forfeit his or her position for the meeting in that class and may face further disciplinary action as determined by the Chief Steward and or AIDKA.

26. DRIVERS REPRESENTATIVES

- 26.1 Be available to receive any protest, query or complaint from a Driver and pass it directly to the clerk of the course. Ensure a driver under 18 years old taken to a steward is accompanied by parent/guardian.
All Drivers must be accompanied by a driver representative when called to chief steward.

27 FUEL

- 27.1 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.
- 27.1.1 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.
- 27.1.2 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)
 - (c) The fuel, oil and ratio must be disclosed to the A.I.D.K.A fuel tester or officials if requested.

27.2 Approved Fuels:

- a) Fuels must not contain ethanol
- b) Maximum RON 99
- c) Only (1) one fuel type/brand of fuel may be used, no mixing of fuels is allowed.

27.3 All Classes

27.3.1 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.

27.4 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.

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

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

27.7 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.

27.8 No substance other than oil as described in this General Rule may be added to petrol used in competition.

27.9 Approved fuels: Premium Unleaded Petrol (PULP) produced by major refineries, VP C9, **PowerPlus 98**.

27.10 Fuel Testing & Sampling:

27.11 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.

27.11.1 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.

27.12 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.

27.13. 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.

28 ILLEGAL MOTORS/EQUIPMENT/FUEL

- 28.1 Owners/Drivers of illegal motors, fuels or equipment will be suspended from driving at A.I.D.K.A. affiliated Clubs for a period of up to three (3) calendar months forthwith, for each subsequent offence, the penalty will be twelve (12) months suspension forthwith. Penalty to be decided by A.I.D.K.A Technical committee tribunal.
- 28.2 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.
- 28.3 The engine numbers of illegal motors are to be recorded by A.I.D.K.A.
- 28.4 Check measuring may be carried out during meetings
- 28.5 A.I.D.K.A shall retain the illegal motors, fuel or equipment for a period of 2 hours from the time the competitor is notified of NON Compliance.
- 28.6 If an appeal is lodged A.I.D.K.A will retain the illegal engine/equipment for the A.I.D.K.A Technical committee to make final ruling. The retained items will be resealed with approved AIDKA seals and new seal numbers will be recorded on the charge form.
- 28.7 The appellant has 5 days to present evidence to the A.I.D.K.A technical committee, via the A.I.D.K.A secretary.
- 28.8 The final decision as to the legality of motor/equipment is to be made by the A.I.D.K.A. Technical committee.
- 28.9 If appealed two sets of measuring tools will be used.
- 28.10 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.

29 CONSUMPTION OF ALCOHOL AND OTHER DRUG RELATED SUBSTANCES – For full AIDKA Alcohol and Drug Policy please refer to AIDKA web site

- 29.1 Alcohol Breath 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.
- 29.2 Alcohol Breath Testing shall have a confirmatory test cut off level of 0.02mg/100m
- 29.3 All Officials, Drivers, associated Pit Crew or persons authorized to enter the Pit Area (Pit Area access restricted) shall be required to undertake Alcohol Breath Testing when and where requested. Refusal by any of the aforementioned members to submit or cooperate fully with the Administration of Alcohol Breath Testing will be deemed to be the same as a first (1st) positive result (Rule 29.4)
- 29.4 First Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per rule 30.2). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than three (3) calendar months.
- 29.5 Second Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per rule 30.2). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than twelve (12) calendar months.
- 29.6 Any subsequent offence, exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (General Rule 30.2). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than five (5) calendar years.

30 BEHAVIOUR

- 30.1 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 minimum period of 3 months/ up to 6 months for physical abuse, up to 3 months for verbal abuse. For any subsequent offence, suspension from any organised A.I.D.K.A. race meeting for an extra twelve (12) months.
- 30.2 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 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.
- 30.3 Australian Independent Dirt Kart Association encourages good sportsmanship at all levels of competition. AIDKA Codes of Conduct must be adhered to by all members. Please refer to AIDKA code of conduct.

Any person found guilty of this offence could be suspended from all AIDKA events for a period of up to three (3) months for the first offence or up to twelve (12) months for a second offence.

31 PROTEST PROCESS

- 31.1 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 driver's equipment.
 - (c) Conduct of an official
- 31.2 All protests must be lodged no later than thirty (30) minutes after the completion of the race.
- 31.3 A protest can only be submitted by the driver concerned. In the case of a Junior Driver, parent or guardian assistance is permitted.
- 31.4 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 the fee is 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.
- 31.5 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.
- 31.6 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.
- 31.7 Race Meeting results cannot be finalised for any affected class while any protest is pending a decision by the Protest Committee.

32. APPEAL PROCESS

- 32.1 A driver may lodge an appeal if they consider themselves aggrieved by a decision or ruling.
- 32.2 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 one (1) hour 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.
- 32.3 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.
- 32.4 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.
- 32.5 An A.I.D.K.A. appointed Appeal Committee shall hear all Appeals.
- 32.6 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.
- 32.7 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.
- 32.8 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.
- 32.9 The decision of the Committee is to be conveyed to the appellant forthwith and entered in the appellants log book.
- 32.10 If the appeal is dismissed or reduced /increased as decided by the appeals committee, the penalty will commence forthwith. If a driver has been suspended or excluded for any penalty other than Technical issues and the appeal is dismissed any points received from any class of racing during the meeting will be forfeited and they will be ineligible to receive any trophies, state plates etc. Technical penalties will forfeit all points, trophies and title plates for that class only.
- 32.11 The decision of the Appeals/ Technical Committee shall be final.
- 32.12 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 TITLES:
TO BE CONTESTED EVERY 2 YEARS
STATE OR TERRITORY TITLES:
TO BE CONTESTED ON A YEARLY BASIS

(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.

All drivers nominating for a title event must have completed a minimum of three (3) CLUB meetings in a one (1) year period in that grade or higher to be eligible to run a title event.

Endorsed or Probationary drivers will need three (3) ROF and three (3) in the field (total of six (6) race meetings) before the close of nominations.

LICENCE GRADES: AS PER RULE: 5.2.1.

2. Nominations shall only be accepted as per the prospectus with any requested information and the appropriate fees. The nomination forms, payment and **copy of drivers log book** 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. **Refund Policy:** Any nomination cancelled before close of nomination will incur a 50% fee. Cancellations after closing will result in a loss of nomination fee. The only exemption are cancellations due to a valid medical reason (certificate required) these cancellations will receive a full refund.

3. All nominations shall close a minimum of 30 days to a maximum of 40 days prior to the first day of the 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. If insufficient nominations are then not received, a driver may choose to move to another class or receive a refund for that class.

6. Title Events - Australian, State or Territory Titles shall be sanctioned as one (1) Event conducted on consecutive days.

The Event to include practice (optional) and the race format that the title committee has chosen.

An additional day is to be optional should the event not be completed due to any lost time/constraints or weather conditions that occurred during scheduled days events.

A.I.D.K.A. Executive to determine alternative dates(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 (4) 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 winnerThe appointed title committee will determine the race format.
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 twenty point's scores of a class with the starting position being determined by highest points starting from the front.
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, it will be agreed by all persons that they accept the results as being final and waive their rights.
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. **Caution lights and/or flags may be used as determined by NTSO**
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. Drivers are responsible for attaching their seals to the engines/chassis prior to scrutineering. The scrutineers will check the installation and verify that the seal numbers have been recorded correctly onto the scrutineering form.
17. **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) Single engine classes will be allocated 2 engine seals maximum, twin engine classes will be allocated 4 engine seals maximum. No additional seals will be allocated unless genuine accidental damage has occurred.

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. No more than two(2) motors (which includes one spare), will be permitted in Title Events for any kart, other than for 200cc Open and KT Twin Engine powered karts, where four motors (which include two spares) will be permitted.
21. The 20 point system will be used in all Titles.
22. 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.
23. 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.
24. Junior parents are not permitted on the infield during Junior races at Title events unless requested by the officials of the event. One assistant per flag position must be in place for Junior Races, to assist with kart removal.
25. Each kart will only be used for one entry at Title Events.
26. 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.
27. No kart is to be allowed to have any mechanical, or spark plug adjustments made to it that requires tools of any kind once the kart has been pushed off the grid line at any A.I.D.K.A. Title Event.
28. All drivers competing at a title event shall be provided the opportunity for kart tuning on the full race track prior to the commencement of racing on day one. Visiting interstate drivers at title events get a minimum 3 laps practice in both directions which may be held prior to commencement of day one.
29. State title plates may be used during a State title event.
30. Self-scrutineering shall be used at title events only.
31. State titles in states with less than 60 racing members shall be exempt to the following rules:
 - (A) Appendix "A" (5) and (25) Only classes with a minimum of 8 senior (or 5 junior) nominations will be awarded a title plate.
 - (B) Northern Territory and Queensland shall be allowed to start non-qualified drivers at the rear of field.
 - (c) If less than 8 nominations received, AIDKA has the option to remove the class and offer the drivers a refund or other class options.
32. Each member Club shall supply at least two officials for the title or as requested by the title committee.
33. The track will be closed for kart use for four days prior to the commencement of a title event.
34. Host club member gets first preference for race number, then lowest licence holder second preference.

APPENDIX "B"
FUEL 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 VP C9 fuels. This applied vice versa. Refusal of allowing a fuel test to be taken shall be deemed to be illegal.
2. 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 tanks? 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 DT15 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. **Method (for competitors using VP C9)**
 - a) Set Digatron Meter to .000 in a sample of fresh VP C9 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 DT15 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.
4. Method (for competitors using Powerplus 98+)
 - a) Set Digatron Meter to .000 in a sample of fresh Powerplus 98+
 - 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 DT15 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.

5. 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.

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

- A. Verbal Reprimand/ Written Reprimand (written reprimand is not an offence)
- B. Rear of Field
- C. Loss of Points for Heat
- D. Loss of Points of Day
- E. Exclusion from Race or Meeting.
- F. Expulsion from Course or Precincts.
- G. Recommend A.I.D.K.A. Tribunal.

Note: - All penalties from B to G 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	E or F
Smoking in pits: Driver	E or F
Not attending briefing	E
Failing to obey a red flag or light	C to E
Passing under a yellow flag	C
Intentional failing to remove kart from track	C to E
Restarting motor during race	E
Speeding into pits	C
Deliberate lifting of front wheels	C
Verbal, intimidation or physical abuse	F to G
Racing after chequered flag	C
Not reporting to Steward	C
Deliberately causing a race stoppage	E
Illegal Motor(s) and or fuel	D, E and G
Dangerous re-entry to track	C
Gaining position on re-entry	C
Over aggressive or dangerous driving	C to E
Jumping start	B
Breaking formation	C
Deliberate shunting	D or E
Deliberate baulking	C or D
Illegal use of side pods/bars	D or E
On St. John's advice	E
Consumption of Alcohol and other Drug related substances	F to G

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

APPENDIX 'D'

AIDKA TRACK SAFETY

PLEASE FIND ALL DETAILS FOR SAFETY STANDARDS FOR TRACKS ON THE AIDKA WEBSITE OR YOUR LOCAL CLUB.

THE AIDKA NATIONAL TRACK AND SAFETY OFFICER AND NATIONAL EXECUTIVE RESERVES THE RIGHT TO VARY THESE REQUIREMENTS AT ANY TIME IN THE INTEREST OF SAFETY.

APPENDIX "E"
AIDKA LIST OF FEES

1.	Senior Drivers Licence	\$245.00
2.	Junior Drivers Licence (As per rule 5.4.1)	\$140.00
3.	Senior Official Licence (each club receives)	6 free
	Senior Official Licence extra	\$45.00
4.	Senior Pit Crew	\$45.00
5.	Junior Pit Crew	\$45.00
	(up to 15 years of age as of the 1st February each year)	
6.	Re-issuing of a Licence or book	\$25.00
7.	Protest Fee	
	31.1.(a)	\$150.00
	31.1.(b)	\$300.00
	31.1.(c)	\$150.00
8.	Appeal Fee 32.	\$400.00
	Cash or (Debit/credit card if available) ONLY	
9.	Appeal Hearing fee (Non-refundable)	\$100.00
10.	Initial Joining Fee (includes 1st years affiliation fee)	\$1500.00
11.	Annual Affiliation Fee (payable on or before 1st February each calendar year)	\$950.00
12.	Casual Passes	\$5.00
13.	Novice driver Pass	\$10.00
14.	Track Licence	\$750.00
	Payable on or before the 1st February each calendar year. Executive to approve any delay with this payment (must be paid prior to the track inspection or any racing on the track for that calendar year). Can only defer for max 3 months as per Constitution.	
15.	Fee for Demonstration	\$180.00
16.	Tribunal Hearing Fee (maximum)	\$100.00
17.	Restricted Licence: Junior and Senior	
	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 Titles.	
	Senior	\$122.50
	Junior	\$70.00
18.	Single Event Licence (see 5.8) \$50.00 Snr/Jnr \$25 for Midgets	
19.	Administration Holding Fee	\$250.00
	Maximum twelve (12) months (available only to clubs who do not wish to run any race meetings/Practise or education days)	
20.	AIDKA Restrictor plates (for use in Rookie)	\$15.00
21.	AIDKA Restrictor plate Refund after Licence upgrade	\$5.00

APPENDIX "F"

Cylinder Head Volume Measurement:

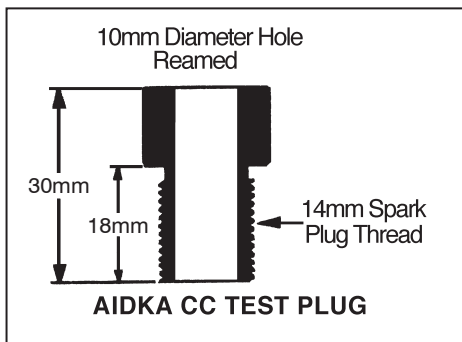
The measuring fluid will be a solution of 50% diesel and 50% auto transmission fluid. To be measured by use of 'B' Grade Burette maximum capacity 50cc (recommended 25cc), calibrated to a minimum 1/10th of a cc, under gravity feed.

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.



AIDKA Code Of Conduct

Australian Independent Dirt Kart Association encourages good sportsmanship at all levels of competition. Here is a guide to Codes of Conduct. If you have any questions about the AIDKA Code of Conduct, please contact AIDKA secretary at secretary@aidka.com.au or visit the www.playbytherules.net.au for advice.

- Adhere to AIDKA Rules & Regulations & Policies.
- Act within the rules of the sport at all times.
- Treat all participants in your sport with respect.
- Control your temper.
- Respect the rights, dignity and worth of all participants.
- Be a good role model.
- Respect the decisions of officials.
- Be environment conscious.

For Racers:

➤ Always comply with the rules
➤ Always compete to the best of your ability, with honor and integrity.

- Avoid arguing with stewards and officials
- Treat all competitors as you would like to be
- Avoid the use of coarse or derogatory language.

For Officials:

- Be impartial, consistent and objective
- Place the safety and welfare of all participants above all else.
- Ensure the spirit of competition is maintained.
- Be understanding and co-operative in the interpretation and application of rules and penalties.
- Condemn unsporting behavior and promote respect for all competitors.

For Parents:

- Focus upon the child's performance rather than the overall outcome of the event.
- Teach children that an honest effort is as important as victory.
- Encourage your children to follow the rules and respect decisions of officials and stewards.
- Remember that children are involved in Dirt Karting for their enjoyment – not yours.
- Set a good example.
- Don't be an ugly parent.

Social Media:

AIDKA encourages participation in online social media in a positive manner. The accessible nature of the internet however, can lend itself to the posting of threatening and derogatory material in the heat of the moment. Once your thoughts and comments are published to the internet they are visible to the world - and they are permanent. AIDKA takes all cases of cyber bullying seriously and will treat online matters as it would 'real world' Bullying: Breaching the code of conduct or bringing the sport into disrepute online can lead to serious consequences, including tribunals, suspensions and the cancellation of the offender's AIDKA licence.

AIDKA remind all members you run by the AIDKA code of conduct at all AIDKA sanctioned events.

www.aidka.com.au

