



SCRUTINEERING GUIDE 2016

The following document is only a guide for the procedures involved in scrutineering. It is recommended that along with this, the rule book should be studied and if you are unsure about any parts, you either contact the National Scrutineer at scrutineer@aidka.com.au or talk to an experienced scrutineer.

The purpose of scrutineering is to ensure that the kart and drivers apparel comply with the requirements set out in the Rules of Racing. Each kart must be examined and if satisfactory, the kart should be marked in an easily visible position as well as the Log book noted "N.F.F" Focus should be on Safety, but also checks should be made to ensure the kart and apparel comply to the rules.

Role of the scrutineer can be summarized as follows

To examine each kart and drivers apparel before the commencement of practice or racing
To ensure all log book procedures are carried out and any irregularities noted in the drivers log book
Report any irregularities to the Owner/Driver
Carry out checks during the day on any karts involved in accidents as directed by the stewards.

When minor faults are found with a drivers kart, drivers should be asked to rectify it when they return to their pit areas but any area that may be unsafe should be fixed before the inspection is completed.

Remember you have the power to fail a kart if you feel it does not comply with the rules, but good common sense and judgement should always be used. The goal is to make karting as safe as possible, while allowing everyone to enjoy themselves

If you can see a driver is new or is unsure on the issue being discussed, take the time to explain to him why his kart does not comply. Sometimes showing them the rule or showing them another kart may help them to understand what they need to change.

If in doubt always refer to the rule book or ask the opinion of someone who has a lot of experience in the area

Chassis:

The chassis should be in sound condition with no cracks. The main areas to look around are the engine mount, rear bearing hangers and stub sections. The kart should be presented in a clean condition so that the chassis is easy to inspect.

Axles should comply to these requirements:

Material Type	Less than 39.00mm	Greater than 39.00mm
Steel	Min Wall 2.75mm	Min Wall 2.00mm
Alloy	Solid Only	Min Wall 2.75mm

NOTE: As from 2014 axles may not be drilled through the bearing grub screw holes to lock them in place. The only holes allowed in the axle will be for the purpose of mounting keyways.

Bumpers should be tubular. Maximum height of the front bumper is to be 200mm measured from the bottom of the lower bumper to the top of the upper bumper. It should offer the drivers feet adequate protection. The rear bumper should be no higher than 250mm measured from the bottom of the chassis main rails to the top of the rear bumper. The rear bumper should also not extend past the outside of the main chassis rails. A chain guard mount 30x20x4 is acceptable. Rookies may have a full width rear plastic bumper fitted (optional) but midgets must have the full width plastic rear bumper fitted.

Bodywork:

Side pods shall fill a minimum of 70% of the distance between the tyres. The rear tyre may not extend 25mm past the outside edge of the pods or more than 25mm inside the outside edge of the pod. The front of the pod must not protrude past the outside edge of the front tyre. Pod Bars must be a minimum thickness of 1.5mm and maximum 2.4mm if steel and a minimum of 2.0mm and maximum of 3.0mm if Aluminium. Nassau panels must be no wider than 500mm and not higher than 50mm above the steering wheel. Nose cones may be used but must be CIK approved and removable without the use of tools.

Distance Between the Tyres	Minimum Pod Length
760mm	532mm
750mm	525mm
740mm	518mm
730mm	511mm
720mm	504mm
710mm	497mm
670mm	469mm
620mm	434mm



CIK approved nose cones will have this stamp moulded into the nose cone

Brakes:

Brakes must be in sound condition and should be checked for correct operation. The rear wheels must not turn when applying the brakes by hand. Attention should also be given to the cable, especially around the pedal where fraying may occur and the brake clamp to ensure it has not cut into the cable. No part of the brakes (except the brake disk) may be drilled for lightning.

Where only bolts retain the pads into the calliper, the bolts must be drilled and a safety wire affixed, or if a safety pin or split pin is used they are to be in manufactured condition and a minimum of 3mm in diameter. A single pin or split pin is acceptable to retain the pads.

Any A Grade class kart must be fitted with Hydraulic brakes as of 2016

Steering:

Steering components should not be drilled for lightning, Check to make sure that the rod ends are in sound condition, that the rods have sufficient thread inside the end or rod (at least 8mm) and that the tie rod does not make contact with the steering shaft when on full lock. When on full lock there should be no binding on any of the steering components. The steering stops should be set not to allow the front wheels to make contact with the side pods. An inspection should also be made to make sure the shaft has a steering collar on it and that the front wheel nylock nuts are tight. A general rule is if the nut can be turned by hand then the nuts should be failed. Stub axle bolts must also have no area of thread inside the chassis or stub axle section.

Under tray:

Check to make sure that the floor tray is bolted on top of the floor tray lugs at the front of the chassis, that is does not have void's large enough for a drivers body to pass through from a seated position and that is it is at least 1.2mm thick if made from steel or aluminium or 2.0mm if made from fibreglass. Bolts should be upright.

Guards:

Chain guards should offer adequate protection to prevent the driver/pushers from trapping their fingers in the chain. Where the chain guard does not connect to the engine sprocket guard, there must not be more than a 30mm gap between them. Twin engine karts must also have a chain guard strip covering the LH chain where areas are large enough that a pusher or driver could get their fingers caught.

Fuel Tanks & Fittings:

The only permissible tanks are those purchased from a kart manufacture and designed for the purpose of carrying fuel. Plastic/Aluminium/Stainless steel food or drink containers of any type or design are not permitted. The Fuel tank should be securely mounted to the floor tray or chassis and positioned between the drivers leg's and floor tray. An overflow/breather line must be fitted as to prevent spillage. All fuel lines should either be clamped or wired on.

Number Plates and Numbers:

Check to make sure that the kart has the correct colour plates to match the class the kart will be used in

White on Green	Black on Yellow	White on Black	White on Blue	Black on White
Junior	All KT Classes	100cc Open	Outlaw	All 125cc
J Open	Twin KT			200cc Open

Side numbers must be at least 100mm high and front/rear numbers should be at least 145mm high. The only plates that may have letters on them are state and national plates. State plates are White numbers on a red background while national plates are Yellow on a green background.

Exotic Compounds:

Carbon fibre compounds may only be used in seats, Nassau panels and floor trays. Other exotic compounds such as titanium are not allowed.

Seats:

Seats should be in sound condition and have a metal plate with a minimum diameter of 35mm, 1.5mm thickness between the seat and ALL mounting points. Any lead mounted to the seat should have a 30mm washer on both the bolt side and nut side of the lead and should be mounted with enough bolts for the weight of the block. The only other place lead may be mounted is the chassis and should be bolted the same way.

Weight	Bolts requires – 8mm High Tensile
0-3kg	1
3-8kg	2
8-12kg	3
12-15kg	4

Class weights:

Minimum Weights for drivers and kart combinations are as follows:

Class	Combined Weight	Maximum Kart Weight
Rookies	No Weight Requirements	
J Junior Light	95kg	Nil
J Junior Heavy	115kg	70kg
J Open / KT restricted	120kg	Nil
KT Light	120kg	Nil
KT Medium	140kg	75kg
KT Heavy	160kg	75kg
Statesman	140kg	Nil
KT Ladies	120kg	Nil
KT Twin	160kg	Nil
125cc Light	140kg	Nil
125cc Heavy	165kg	85kg
100cc open	140kg	Nil
200cc Open	160kg	Nil
Outlaw	165kg	Nil

Clubs may elect to run a 125 Combined at a weight of 150kg where numbers do not allow for split fields. There is no maximum kart weight for this class. There is also no maximum kart weight for Junior combined at 105kg

If a light class is not offered then the minimum kart weight rule no longer applied for the next weight class up. IE if KT light is not raced then there will be no maximum kart weight in KT Mediums that day.

Drivers must stand as close as practical to the centre of the kart when weighing. Maximum kart weight can only be determined before the start of the race as the kart is presented on the out grid. If a driver fails this test they may request that mud be scraped from the kart if they believe it will have an effect on the kart weight. The driver only will be allowed to do this with a scraper and has only up to two minutes in the presence of an official to do this. If the kart fails to comply the driver will be excluded from the race.

Competitors must weight to the scales of the day. If they fail their first test then they may request one additional test. If they fail the second test then no further readings shall be taken and the driver shall be deemed to be under weight/overweight.

Fasteners:

All fasteners under the chassis should be bolted upright and should not protrude in a dangerous manner

Exhaust:

Check that there is a minimum of 3 springs between the header and the muffler and at least 2 at the rear of the pipe (Rotax/Galaxy may have 2 between the header and muffler), Outlaws may have one spring and a clamp and Rotax 125 may be bolted to the chassis. There should be a multi-strand wire, similar to that used as throttle cables holding the muffler to the header pipe.

Throttle:

The throttle must have two springs fitted and should operate smoothly. These are normally located at the pedal and near the carby. Both springs should be able to shut the throttle should one fail. Rookie karts fitted with a clutch should have a kill switch fitted to the kart.

Protective clothing:

Helmets should comply to the following standards and should be less than 10 years old from the date of manufacture. If a standard or age of the helmet can not be established then the helmet should be deemed unsafe for use. When looking for dates or the standard, some helmets such as Simpson, Bell have these under the inside linings or stamped in the buckle. If you are unsure the owner of the helmet should be able to show you the date/standard. The helmet should be full face and fitted with a shatterproof visor as supplied by the manufacture or goggles. It must also be fitted with tear offs/roll ons to maintain good vision. It should also have a device to retain the tear offs onto the visor/helmet. The helmet must be of a correct fitment for the driver.

Approved standards are:

AS1698, AS/NZ 1698, SA2000, SA2005, SA2010, SAH2010, FIA-8860, M2000, K98, K2005, K2010, CMR2007, BS6658 type A, BS6658 type A/FR British standards (inc all amendments) SFI 31.1, SFI31.1A, SFI 32.2A SA2015 & M2015

Drivers are to wear a one piece suit, adequately secured at the neck, wrist and ankles (i.e. standard overalls with button fasteners or loose sleeves are not acceptable) Gloves must be fully enclosed, with only the thumb and forefinger removed from the first knuckle.

Footwear must be enclosed and securely fastened. Neck braces are compulsory for all drivers.

Engines:

While it is not currently the role of a scrutineer to determine the legality of the engine, it should have the appropriate engine seals. Engines should be visibly checked to make sure they comply to

the rules of the class. If no engine sealing bolts are fitted at club level it should be written in the drivers log book so that the driver can have them fitted before the next meeting. All engines should be fitted with the correct sealing nuts before an engine is sealed at titles or other events where the engines will be checked. Ref Appendix "A" section 17 for sealing methods.

Rookies should be inspected to make sure a restrictor plate is fitted to the engine between the barrel and header pipe.

125cc Karts must retain all of the parts required to start the engine, IE battery, starter etc. A quick test to make sure all the components are present is to ask the driver to start the engine. If the engine turns over the engine passes the test. If the engine does not turn over then it is up to the driver/owner to prove that all the parts are still present. The kart does not need to turn over to pass scrutineering but must have all the components.

Radiators should also have a breather hose fitted to direct any water/steam down to the ground.

Transponders:

Transponders are to either be 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.

Midgets:

Midget class karts are subject to all the normal kart rules with the following additions

- a. Wheelbase must be 740-860mm
- b. Maximum rear track 1100mm
- c. Wheels may be 4.5 or 5" wide
- d. Tyres may only be 10x4.0-5 wet tyres or 11x5 or 5.5"-5 dirt tyres
- e. Gearing must be 9.75:1
- f. Nose cone and full width plastic rear bumper are compulsory.

Drivers should be checked to make sure that all controls are within reach