Scrutineering Guide – 2024

(Last updated 13th March 2024)

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 Logbook 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 is defined as Rule 9.5 of the AIDKA Rule Book and is detailed below. However, if in doubt always refer to the rule book or ask the opinion of someone who has a lot of experience in the area.

SCRUTINEER

9.5 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 to indicate compliance.

a) Examine karts before practice/racing commences.

b) Before a Driver is permitted to drive a kart (practice or racing) the driver must pay Nominations, sign in and confirm kart number (write in Driver's logbook) and have kart scrutineered by the official Scrutineer. All karts must be scrutineered, and number confirmed at scrutineering. It will be at the club's discretion if nomination or scrutineering done 1st. Preferred method to be posted on Clubs website.

c) It is the Driver's responsibility to present their kart and safety equipment to the Scrutineer in a clean, race ready condition at scrutineering.

d) Helmet details are to be recorded and signed by Scrutineers in the Drivers Logbook prior to first practice or race meeting of a new season and a sticker applied to the back of the helmet.

e) Ensure Logbook procedures are carried out.

f) 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.

g) Report any irregularities to the Owner/Driver.

h) Request the rectification of any unsafe irregularities before using the kart.

i) Note any unsafe irregularities in the Driver's Logbook.

j) Notify the Steward(s) should a Driver/Owner choose to ignore Rule 9.5(g)

k) If minor faults have not been rectified by the following meeting, the kart will not be permitted to race.

l) The kart shall be marked in an easily visible position with identification showing the kart has been scrutineered.

m) Be available during the course of the meeting to examine karts involved in accidents as directed by the Steward(s).

n) All karts and helmets involved in any accident must be scrutineered before racing again.

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 a minimum of 180mm high and a maximum of 300mm 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 30x20x4mm is acceptable.

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.

Nassau panels must be no wider than 500mm and not higher that 50mm above the steering wheel.

Nose cones may be used but must be CIK stamped and approved and removable without the use of tools. 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 lightening.

Where only bolts retain the brake 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.

All brake cables must be multi-strand steel wire of 2.25mm minimum diameter and must be fastened by a machine swagged fitting 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.

Steering:

Steering components should not be drilled for lightening. 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.

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 driver's 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 left hand chain.

Fuel Tanks & 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 container of any type or design is permitted. The fuel tank shall be securely mounted to the floor tray or chassis positioned between the driver's 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

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
Midgets	All KT Classes	100cc Open	Outlaw	All 125cc
Rookies	Twin KT			200cc Open
Junior				

Side numbers must be at least 100mm high.

Front/Rear numbers should be at least 145mm high.

Outlaws may have their side numbers on the outer edge of the wing and comply with all other rules from Rule 23 – 23.9 for their class.

The only plates that may have letters on them are state and national plates. State plates are White numbers on a red plate with the initial letter of the state/territory preceding the number. National plates are Yellow number on a Green Plate.

Exotic Compounds:

Carbon Fibre Compounds may only be used in seats, Nassau panels and floor-trays and Outlaw Rear Wings. Exotic elements such as titanium are banned.

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 seat mounts.

Weights:

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.

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

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.

Outlaws may have one spring and a clamp.

Rotax FR125 Max requires min 2 springs between header and muffler and may be bolted or attached with min two springs to the chassis.

IAME X30 with "Type 2" exhaust or PRD Galaxy require min 2 springs between the muffler and header and attached with min two springs holding the muffler to the chassis.

All mufflers to be fixed with multi-strand wire (throttle cable) between the muffler and header.

The muffler must not protrude outside the rear wheel track.

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 must have a kill switch fitted to the kart.

Midget karts are required to have a kill switch located on the steering wheel.

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 cannot 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:

(i) AS/NZS 1698
(ii) ECE22.05, ECE 22.06
(iii) Snell SA2015, SA2020, M2015, K2015, K2020
(iv) Snell-FIA CMR2007, CMS2007, CMR2016, CMS2016
(v) SFI 24.1, 31.1, 31.1A, 32.2A
(vi) FIA-8860, FIA-8859, FIA 8860-2018, FIA 8860-2018-ABP, FIA 8859-2015

Helmets must have no protruding objects are to be fixed or mounted on helmets except for manufacturers specified visors and peaks for each individual helmet.

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:

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 mandatory for all drivers excluding Midget, Rookie drivers and Single Event Licence drivers.

Every driver for which transponders are mandatory must have a functioning MYLAPS Karting compatible transponder fitted to their kart for the purpose of timing/scoring during each race at an event.

The MYLAPS transponder must be mounted:

a. In direct sight of the ground.
b. Must be inside of the front bar only.
c. Mounted vertically the correct way up.
~~d.~~ Bottom of the transponder to be no more than 300mm from the ground

Use of transponders does not negate the requirement for legible numbers.