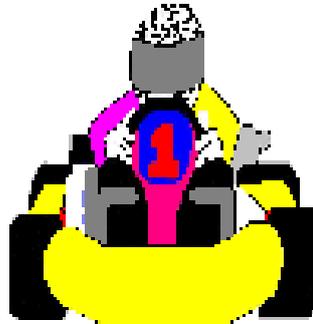


IPSWICH CITY DIRT KART CLUB INC

#1A29442



2013

RULES OF RACING

Club Contact Information

President:

Treasurer:

Secretary:

Web Address: www.ipswichcitydirtkarts.com

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Please refer to the website for information on club activities or feel free to speak to one of the ICDKC Management Team members if you have any questions or require further information in relation to these rules or any other club activities.

1. DEFINITIONS

- 1.1 I.C.D.K.C – Ipswich City Dirt Kart Club Inc
- 1.2 Race Meetings - to be sanctioned over one (1) day with the exception of special endurance, interclub or interstate meets.
- 1.3 Force Majeure - Weather and track safety which the organisers have no control over and results in an Event not being completed.
- 1.4 Membership – is the membership card for current year issued to a person wishing to compete in I.C.D.K.C Events.
- 1.5 Race Year – from 1st January – 31st December in the same year.
- 1.6 The Start - is the moment when the order is given via green flag or light to start racing to the competitors.
- 1.7 The Official Rules and Constitution – is the copy of the Rules and Constitution held by the Secretary of the Club. It is not the Rules of Racing Book held by competitors.
- 1.8 Competitive Meeting is where a driver has nominated and competed in a race where points are awarded.

2. I.C.D.K.C RULES OF RACING AND CONSTITUTION

- 2.1 A copy of the I.C.D.K.C Rules of Racing shall be made available to all I.C.D.K.C members. All members (including non-members) must sign the acknowledgement at the back of these rules confirming that they have read, understood and agree to abide by the Rules of Racing and present this to the Club Secretary. No person will be allowed to race until the acknowledgement form is signed and submitted.
- 2.2 Updates to the Rules of Racing concerning safety may be made from time to time by the Management Committee 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 and made available upon written request.
- 2.3 Rules of Racing made or updated at I.C.D.K.C management committee meetings, will be enforced and adhered to once the official Rules of Racing and Constitution have been updated.
- 2.4 It is a member's responsibility to make themselves fully acquainted with the official Rules of Racing and Constitution.
- 2.5 It is the member's responsibility to abide by the Rules of Racing and Constitution. Failure to do so may result in the suspension or expulsion from the Club.
- 2.6 Suspended or expelled members are not permitted to participate at any I.C.D.K.C events for the duration of the suspension or indefinitely if expelled.

3. SUPPLEMENTARY RULES AND REGULATIONS

- 3.1 Supplementary Rules and Regulations may be submitted in writing up to 4 weeks prior to the AGM or proposed General Meeting. Nominated changes to the Rules and Sub-Regulations will be discussed and voted upon by the financial members at the AGM or scheduled general meeting. These changes will be in place for the new season or the remainder of the season should a special general meeting be held.
- 3.2 I.C.D.K.C Management Committee has the right to refuse any application that is not in the interest of safety or the Association.
- 3.3 Modifications to the Rules and Regulations may be changed during the race season by I.C.D.K.C Management Committee in the interest of safety and competitive/equal racing.
- 3.4 Major changes or new rules where necessary will be taken to a general meeting for voting where majority wins. All members must adhere to the modified rules within the time specified by the I.C.D.K.C Management Committee.

- 3.5 Rule changes will take effect from the following race meeting or within a nominated timeframe made by the I.C.D.K.C Management Committee.
- 3.6 General Meetings shall be recorded in writing and/or electronically where necessary to avoid discrepancies of interpretation and content. An agenda will be issued and minutes developed to record all discussion and decisions made.

4. INTERPRETATION, SPIRIT AND INTENT

- 4.1 Interpretation of Rules of Racing shall be decided by the I.C.D.K.C Management Committee whose decision shall be final.
- 4.2 I.C.D.K.C make no pretence of having designed a fool proof set of Rules of Racing and Regulations, nevertheless Drivers, Crews, participants and spectators are required to abide by both the Rules of Racing and the spirit of the Rules of Racing.
- 4.3 Drivers will be responsible for the conduct of their respective Pit Crews/Spectators and any violation will be chargeable directly to the Driver.
- 4.4 Pit Crews/Spectators of Drivers will make every attempt to be dressed clean and tidy and will conduct themselves in the correct manner.

5. MEMBERSHIP

- 5.1 All persons applying for an I.C.D.K.C membership shall be a financial member for the current racing season.
- 5.1.1 Any person on accepting an I.C.D.K.C membership shall comply with all the rules & regulations of I.C.D.K.C and be held accountable for any infringements of them.
- 5.1.2 If a Driver inadvertently destroys or loses their membership card they must immediately notify the Club Secretary to arrange re-issue of another card.
- 5.1.3 I.C.D.K.C. Management Committee may refuse to issue or cancel membership without giving any reason for such refusal or cancellation. Anyone who is refused a membership or has their membership cancelled has a right of appeal through the appeals process.
- 5.1.4 The holder of an I.C.D.K.C. membership card shall produce and/or surrender their card within a 14day period when requested by the I.C.D.K.C. Management Committee.

Driver and Official

- 5.2 Application for a membership to drive at an I.C.D.K.C event must be made on the official I.C.D.K.C Nomination Form. The appropriate fee as determined by I.C.D.K.C Management Committee will be charged and shall remain unchanged for the current race season.
- 5.2.1 A new member/non member, the Driver shall be required to run Rear of Field (R.O.F) for a minimum of three (3) meetings or to the satisfaction of Officials. Members from other clubs will be required to run Rear of Field for their first race after which time this requirement will be reviewed.

Junior

- 5.3 Junior Drivers are defined as being Sixteen (16) years of age and under. As soon as the Driver turns 17 they are classified as a senior and must compete in senior events.
- 5.3.1 **Voluntary Rule:** If a junior driver age 16 wishes to race in group racing the parent/guardian must apply in writing to the Race Committee for permission.
- 5.3.2 Juniors as defined in these Rules of Racing may not compete in Senior Events.
- 5.3.3 All Junior Drivers to start driving must have parental/guardian consent.
- 5.3.4 New Junior Drivers must complete a minimum of three (3) Test and Tune days (where applicable) prior to competing. I.C.D.K.C Officials may ask to reduce or extend this duration if they feel the Drivers skill is or isn't to a satisfactory standard. Once eligible to compete the Driver will be required to do three (3) race meetings starting Rear of Field (ROF) unless otherwise advised by an official.

Casual Driver/Non Member

5.4 A Casual Driver/Non-member must complete an official Race Nomination Form on the day and pay the appropriate fee as set by I.C.D.K.C Management Committee before being permitted to race at a meeting or participate in a Test and Tune Day.

5.4.1 In the event of an applicant suffering from a medical condition which may affect the applicant's control of a kart, the applicant shall furnish a Medical Certificate, issued not more than thirty (30) days previously, reporting on their physical condition. This Certificate may cover eyesight test, colour blindness test and any other condition which may impair a Driver's ability to drive safely. Any medical concerns should be discussed with the ICDKC Executive Committee and all medical certificates must be presented to the I.C.D.K.C Secretary.

6. ADMINISTRATION

6.1 The membership fee to I.C.D.K.C (listed in Appendix "C") is to be set at each AGM or nominated General Meeting.

6.2 All associated fees are listed in Appendix "C". I.C.D.K.C Management Committee can review and adjust fees as and when deemed necessary to ensure the Club remains viable.

7. RULES OF RACING

7.1 All Competitors are required to have a sound knowledge of rules, regulations and flags. All members (including non-members) must sign the acknowledgement at the back of these rules confirming that they have read, understood and agree to abide by the Rules of Racing and present this to the Club Secretary.

7.2 All Competitors are required to complete a Nomination form and pay the associated fee prior to getting their kart scrutineered for race days and test and tunes. **Note:** All Junior Driver nominations need to be co-signed by a Parent or Guardian.

7.3 All Karts entered to be raced must be scrutineered. Once approved, a signed sticker will be placed on the Nassau panel. This sticker must remain in place for the duration of the race event or test and tune. At no time will a Kart be allowed to race or participate in a test and tune unless it has been scrutineered. If your kart is deemed unsuitable by a scrutineer one of the following will apply:

- You will be requested to fix the problem(s) by the next race meet
- There may be an immediate requirement for you to fix the kart otherwise you will be unable to drive on the day
- The kart will not be permitted to be used for that event

7.4 Competitors may change karts during race conditions due to damage to their kart provided the kart used has been scrutineered by an Official and the starter and one of the executive members have been notified otherwise no points will be awarded. Competitors must not make any unlawful changes to their kart during the race event especially after it has been scrutineered and accepted as meeting all requirements at the beginning of the day. Random checks may occur by designated Officials and/or Scrutineers where there is doubt or question.

7.5 Any Competitor having mechanical troubles etc. on track can remove their kart to the infield or side of track when safe to do so. Do not endanger yourself by hopping out of the kart if it is unsafe to do so or leaving your kart in a dangerous position to other Drivers. Wait until the end of the race before returning to the pit area or return to the pit area provided there is no interference to the race in progress or safety.

7.6 Should a false start occur, a red flag or lights will be shown within the first lap by all flag marshalls. The Starter will display both a red and yellow flag. Once a false start has occurred all competitors must return to the start line in their original positions ready to recommence the race.

- 7.7 Any Competitor considered being a danger to other Drivers, or driving in a dangerous manner will receive a Black flag and should report to the pit lane immediately where they will be informed of the problem by an Official and advised whether they can return to the race track or have to remain in a pit area. A kart that has damage and is a danger to other Drivers, Crew, participants or spectators will receive a Black flag or Black and yellow flag and should return to pit area for repairs either immediately or at the completion of the race depending on the severity of problem.
- 7.8 All grid positions in the morning will be drawn from a selection box and then once the first race has been completed the positions shall be selected according to the finishing positions of the previous race or by Race Officials. Generally the first three (3) positions from the previous race will start at Rear of Field (ROF) unless there are Learner drivers or non members which also need to start Rear of Field.
- 7.9 Any persons protesting or wishing to lodge a protest (either themselves, on behalf of someone else or as an official) as a result of an incident during a race round should do so with an I.C.D.K.C Management Committee Member or Clerk of the Course or Track Official on the day of the event. Protest forms are available for those drivers wishing to lodge formal complaints against other drivers on the day. Depending on the situation one of the disciplinary actions outlined in Appendix A will result.
- 7.10 At **NO TIME** will alcohol or illegal substances be allowed in pit area or Race Track area during the duration of Race or Test and Tune Days, nor will any driver operate their Kart while under the influence of alcohol or drugs. You will automatically be removed from the property if found to be doing so, and further penalties may apply. There is a ban on all glass bottles in the motor sport precinct.
- 7.11 At no time shall a Driver operate their kart on the race track during a race day or test and tune without the proper safety gear. At minimum, long sleeves, long pants, enclosed shoes and helmet must be worn. **Drivers are not permitted to wear nylon or polyester clothing** including tracksuits or motorbike pants or shirts. In addition, it is **mandatory for all juniors** to wear neck braces. ICDKC Management Committee highly recommends that all drivers wear neck braces, gloves and rib protection.
- 7.12 The aim of these rules is for family enjoyment and safety first. I.C.D.K.C Management Committee holds the right to change sections of these rules if required to suit the consensus of members or the Management Committee as deemed necessary.
- 7.13 Junior Drivers and Senior Drivers are permitted on the track at the same time for mentoring/training purposes only at Test and Tune's. This will have to be approved by I.C.D.K.C committee member prior to entering the track. The number of participants allowed on the track will be judged by the committee member according to the Junior driver's abilities. Maximum number of karts permitted will be (6). Disciplinary action could be taken if this rule is not adhered to. This is not permitted on Race Day.
- 7.14 It is the Drivers responsibility to get their kart on and off the track safely.
- 7.15 If a nominated Driver cannot make their grid position, then the rest of the field will be adjusted by moving all Drivers up accordingly.
- 7.16 Standing starts will be used for juniors and all of group racing.
- 7.17 From the time karts are released from the grid until the start is given, Drivers are under starters order.
- 7.18 No karts shall accelerate faster than the pole position holder until the start signal is given.
- 7.19 No karts shall break formation until the start signal is given unless they break formation and decelerate because of unforeseen circumstances. If you kart is faster at the commencement of the race you must only overtake any slower karts off the mark if and when it is safe to do so. You must remain within the confines of the track at all times.
- 7.20 Any kart, which is to be overtaken, shall hold their line and not baulk the kart doing the overtaking.
- 7.21 At no time shall a Driver permit their kart to be pushed or driven in the opposite direction of the race being run.

- 7.22 A kart shall only be restarted during the running of a race, if it can be done safely without interfering with the race in progress.
- 7.23 Any Driver who causes a race stoppage, due to a rollover or injury, or suspected injury shall not be allowed to compete in any restart of that race and must have their helmet and kart scrutineered prior to competing in any further races. The same applies for stoppages at test and tunes.
- 7.24 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 7.5 of Rules of Racing.
- 7.25 If while racing, the Driver has to exit the course, they may re-enter the track at the nearest possible point, provided they do not gain an advantage and do so safely under the direction of an official and do not impede any other Drivers.
- 7.26 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. At the completion of a race flag marshals near the exit point are required to signal the driver to use the exit lane.
- 7.27 To be classified a starter a Driver must face the starter and receive the green flag/light. Any drivers that miss the start of the race for their nominated group that wish to enter on to the track after the race has commenced must only do so once the 'ok' is given by an Official.
- 7.28 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.
- 7.29 It is compulsory for all drivers to attend Drivers Briefing. Non attendance at drivers briefing will result in imposed penalties. Late comers must pay their nomination fee, have their kart scrutineered and report to the Clerk of the Course prior to the commencement of any racing to receive details on the points raised during the drivers brief.
- 7.30 All new drivers on the day must stay behind after drivers brief so that the clerk of the course or official can run through additional information and points of interest.

8. GENERAL FORMAT

- 8.1 Before racing shall commence on any race day a Drivers briefing will be held. At this briefing, comments from I.C.D.K.C Management Committee members and other relevant details will be discussed. Nominated Clerk of the Course, Track Official and First Aid Officers will be highlighted at this time. Questions from Drivers will be invited.
- 8.2 Before racing commences there shall be a First Aid Service available at the canteen area. The club 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). First Aid officials will be identified at drivers brief and a First Aid Kit is available at the Club Canteen.
- 8.3 Clubs shall hold a copy of the "Current" First Aid Certificate of persons carrying out First Aid at the track.
- 8.4 Transportation of a seriously injured patient from the track in need of diagnosis and/or medical treatment should be by recognised Practitioner/Ambulance Service.
- 8.5 There shall be at least two fire extinguishers available at all times and Officials should have undertaken a fire safety training course. Fire extinguishers or water will also be available at each flag point. I.C.D.K.C Management Committee also recommends drivers have their own approved and working fire extinguisher on hand in their pit area at all times.
- 8.6 Each Group of racing shall be contested over a number of rounds with One (1) feature race. The number of rounds and laps will be dependant upon conditions and number of Karts entered. I.C.D.K.C Officials will endeavour to ensure as many rounds are completed as time permits.
- 8.7 The maximum contestants in any one heat will be determined by I.C.D.K.C Management Committee in consultation with officials or as outlined in relevant club agreements.
- 8.8 The organisers reserve the right to cancel any Event or combine Groups if necessary to do so.

9. GROUPS

- 9.1 There are 3 Junior events, 5 Group events and 1 Modified event.

- 9.1.1 They are known as:

- Junior 1
- Junior 2
- Junior 3
- Groups 1, 2, 3, 4, 5
- Modified

Note: Group 1 is the beginner/slowest adult group and Junior 1 is the beginner/slowest junior group.

- 9.2 All Drivers that race will be subject to grading according to Kart and Driver performance (including juniors) as deemed appropriate by I.C.D.K.C Management Committee. The faster the combination, the higher the Group you will be required to participate in. All members will be reviewed on a quarterly or as needs basis by the I.C.D.K.C Management Committee and will be requested to move groups as deemed necessary or will be monitored until the next scheduled review.

Movement of drivers will be based on a range of criteria including but not limited to the following:

- Driver Ability/Performance

- Kart Speed/Handling and Performance
- Experience of the driver
- Point Allocation for both rounds and across the meets
- Averages based on benchmarks
- Group sizes

10. Summary of Engines

4 Stroke single cylinder **OHV** or **OHC** industrial based engines with an original capacity of up to and including 220.00cc

10.1 Engines must maintain at all times a maximum capacity of up to 220.00cc.

Engines that have been manufactured larger than 220.cc and then downsized are **NOT** allowed to be used. SIDE VALVE ENGINES are allowed to maximum of 300.00cc. No motorcycle engines or 2 strokes are allowed to race. If you have an engine that you wish to race that you believe is compliant, that is not shown on the following list then please give the technical scrutineer the specifications prior to putting it on your kart, to ensure conformance. Thank you.

Authorised Engine List

Standard Bore/Stroke

1. Briggs and Stratton	6hp Vanguard (68x50) Intek (68x52)	7.5 Vanguard (72x53) World formula/animal (68x56)
2. Honda & copy	GX160 (68x45)	GX200 (68x54) Clone Hondas (68/70x54)
3. Yamaha	MZ175 (66x50)	BurrisYF200 (71x50)
4. Subaru	Ex21 (67x60)	Kx21 (67x60)
5. Kohler	Pro 6 (66x50)	Xke6 (67x51) pro 7 (54x70)
6. Kawasaki	Fe 170 (66x50)	

These are the engines authorised to race, if your engine is not on this list authorisation is required. Contact technical scrutineer before purchasing engines to ensure conformance.

10.2 You may make modifications to your engine as long as any modifications remain compliant with the Allowable Modifications listed under Clause 11 for Juniors, Clause 12 for Group Racing or Clause 13 for Modified.

11. Allowable Specifications in Juniors 1 & 2 & Group 1

(Junior 3 to follow Group Racing Modifications)

11.1 Any component **EXCLUDING** carburettors from the range of allowed engines can be used in any combination. All aftermarket parts can be used. The basic engine will be defined by the engine block. Therefore rule 11.2 dictates for example, 6 hp vanguard block must use 6 hp vanguard carburettor. 6.5 hp Chinese Honda block must use 6.5 hp Chinese Honda carburettor. The world formula engine can be used only with the 6hp mikuni originally fitted to a 6hp Briggs and Stratton vanguard. **NO EXCEPTIONS** or "similar" carbs will be accepted.

11.2 The OEM (original equipment manufacturer) carburettor that comes standard with the basic engine **MUST** be used. It can be modified and bored to any size possible, no restrictions. To clarify this rule, e.g. OEM carburettor does not mean any carburettor from that manufacturer, it means **THE ORIGINAL CARBURETTOR SUPPLIED ON THE ENGINE**, if in doubt ask the scrutineer before fitting to your engine. The basic engine is as supplied by the original manufacturer only. Not a tuning companies aftermarket product e.g. Tillotson carburettor on yf200r1.

11.3 The machining and or lightening of cast iron flywheels is prohibited. All clone engines e.g. (Honda copy) are required to run either a Billet alloy flywheel or genuine Honda flywheel. Billet alloy flywheels are recommended on all engines.

- 11.4 Diaphragm or electric fuel pumps are allowed. In the case of an electric pump, dry cell sealed batteries only allowed, positioned and securely mounted to the kart.
- 11.5 Recoil or electric starters are optional.
- 11.6 Air cleaners and exhausts may be replaced or modified but must be securely mounted at all times.
- 11.7 Fuels that can be used are:
 - 1. All pump fuels e.g.: E10, 95, 98, Unleaded
 - 2. Avgas
 - 3. Fuel Additives are allowed e.g. Octane Boosters
 - 4. Methanol (Modified Group Only) Conditions Apply.
- 11.8 Methanol of any ratio or mixture is strictly prohibited in Junior and Group racing. Penalties will apply if any driver is deemed to be non-compliant with this requirement.
- 11.9 Juniors and Group 1 drivers are not permitted to use slide or diaphragm carburetors of any size. Only the OEM (Original Equipment Manufacturer) **“draw butterfly carburetors”** are allowed. Except for Junior 3-(Refer Group Racing Modifications Rule 12.2)

12. Allowable Modifications in Groups 2,3,4,5 & Junior 3

- 12.1 Any component from the range of allowed engines can be used in any combination. All aftermarket parts can be used including all billet parts. The basic engine will be defined by the engine block. This rule means cylinder heads, crankshafts, valvetrains, flywheels etc can be used in any combination. This rule does not mean sidevalve 300.cc components can be used on ohv or ohc engines, or that ohv or ohc parts can be used on a 300.00cc side valve engine. Please ask the technical scrutineer prior to building a hybrid engine to verify its conformance. All discussions will be strictly confidential.
- 12.2 The OEM (Original Equipment Manufacturer) carburettor that comes standard with the Basic engine can be modified and bored to any size possible (No Restrictions). If a Slide or Diaphragm carburettor is used the following restrictions apply. 20 MM VENTURI. for a butterfly type carburettor. Measured at the narrowest section in the carburettor where the main jet/emulsion tube protrudes into the bore. For a slide carburettor measured at the narrowest section in the body of the carburettor. 25.4 MM Diameter butterfly is the maximum allowed. The pz26 walbro standard fitment to the basic World Formula engine is the only exception and is allowed on all adult groups (except Group 1) engines including Junior 3. **IF YOU ARE PLANNING TO CHANGE YOUR CARBURETTOR, ASK FIRST IF IT WILL BE COMPLIANT.**
- 12.3 Refer to Rule 11-3
- 12.4 Diaphragm or electric fuel pumps are allowed. In the case of an electric pump, dry cell sealed batteries only allowed, positioned and securely mounted to the kart.
- 12.5 Recoil or electric starters are optional.
- 12.6 Air cleaners and exhausts may be replaced or modified but must be securely mounted at all times.
- 12.7 Refer to Rule 11-7
- 12.8 Methanol of any ratio or mixture is strictly prohibited in group racing. Penalties will apply if any driver is deemed to be non-compliant with this requirement.

13. Allowable Modifications in Modified Group

- 13.1 Any of the above modifications in Junior/Group racing are allowed.
- 13.2 Fuel injection, Turbo Charging, Super Charged or twin engines
Twin engines can only be modified to Group standard specifications.
- 13.3 Carburettor of any size or make allowed.

- 13.4 Methanol fuel may be used in Modified group only. Karts using methanol must be set up in a separate designated pit area where the kart owner must have their own fire extinguisher on stand by and an official must be notified so proper precautions can be taken in the event of an incident or accident.
- 13.5 Karts using methanol must carry a blue triangle sticker 50mm x 50mm on both the Nassau panel and rear number plate and must have an appropriate fire extinguisher.

14. DRIVERS

- 14.1 Drivers are not permitted to race whilst under workers compensation. If you are on workers compensation during the duration of the season you must notify the Secretary of the club and provide details of the duration of time you are on workers compensation.
- 14.2 Drivers under medical treatment shall produce a medical certificate before racing.
- 14.3 If a Driver requires glasses then that Driver shall wear glasses while racing.
- 14.4 If glasses are worn then the glasses shall be covered with a shatterproof visor or goggles.
- 14.5 All Drivers and crews shall obey the instructions of the I.C.D.K.C Management Committee, Clerk of the Course, Officials and Scrutineers.
- 14.6 All Drivers shall report to nominated Official if and when requested to do so.

15. PROTECTIVE CLOTHING (Whilst Operating A Kart Under Power)

- 15.1 All Drivers must wear a helmet, which is an approved minimum of AS1698, Snell SA95, SA2000, M2000, K98, BS6658, type A/FR British Standards (including all amendments). The maximum age of a helmet will be 10 years from date of manufacture. Helmets must be in sound condition and fitted with a shatterproof visor as supplied by the manufacturer or goggles must be worn. Tear-offs, Roll-ons or some form of mud clearing device may be used to maintain good vision.
- 15.2 Open faced helmets are permitted only with Approved Goggles or Safety Glasses.
- 15.3 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.
- 15.4 Fully enclosed footwear must be worn at all times.
- 15.5 Long pants or jeans allowed. **(No Nylon, polyester or Highly Flammable Material Allowed).**
- 15.6 Long sleeve jacket/ shirt or racing suits are acceptable. Cotton overalls are also accepted. Disposable overalls, motor bike pants/shirts or tracksuits are not acceptable. **(No Nylon, polyester or Highly Flammable Material Allowed).**
- 15.7 All Drivers with long hair must have it securely concealed either inside the helmet or clothing.
- 15.8 Neck braces are **mandatory** for all junior drivers. Neck braces, gloves and rib protectors are mandatory for Junior 3 GRS.
- 15.9 All race clothing will be subject to inspection at any time by an I.C.D.K.C Official. All competitors are recommended to check their individual safety equipment before each race event.
- 15.10 All protective clothing must be secured from extremities.

16. **GENERAL KART CONDITIONS**

- 16.1 Karts must be painted, preferably in bright colours and must be clean and tidy at all times.
- 16.2 All nurfing rail and crash bars will have curved ends and should not protrude dangerously past the centre line of the rear tyres or the outer edge of the front tyre.
- 16.3 Side Pods MUST be fitted in all groups. Nose cones are optional and MUST be attached to the frame securely. I.C.D.K.C Management Committee recommends that all karts include nose cones.

17. **SCRUTINEERING**

- 17.1 Before a Driver is permitted to drive a kart (test and tune or racing) the kart must be scrutineered and signed off by an experienced Scrutineer.
- 17.2 The Officials on the day may ask to have a kart scrutineered at any time.
- 17.3 It is the Driver's responsibility to present their kart and safety equipment to the scrutineer in a clean, race ready condition at scrutineering.
- 17.4 All karts and helmets involved in any accident must be scrutineered and deemed to be suitable before racing again.
- 17.5 If minor faults have not been rectified by the following meeting, the kart will not be permitted to race. Scrutineers/ I.C.D.K.C officials have the right to refuse any kart they deem as unsafe.
- 17.6 All karts to be scrutineered in racing condition with any adaptations to suit Junior Drivers.
- 17.7 The Chief Scrutineer in conjunction with an I.C.D.K.C Management Committee member will have the final say with any decisions relating to the scrutineering of karts.
- 17.8 Individual drivers must retain a log book of their kart(s) and present this to the scrutineer at each race meet for reference in order to race. Drivers who don't present their log book will **not** be permitted to race.

17.9 **MEMBERS TECHNICAL PROTEST PROCEDURE**

KART/ENGINE TECHNICAL PROTEST INSPECTIONS

The president in consultation with the race committee can request technical inspections on any kart at any time. If this entails the removal of cylinder heads to check capacity then the cost of appropriate gaskets will be reimbursed. The cost of gaskets will be the only cost incurred by the club.

- 17.9.1 Any member wishing to lodge a technical protest against another member of the club must fill in an application form stating the specific reference from the rule book. The fee will be \$100 paid immediately. The inspection will be performed by the Technical Scrutineer or in their absence a nominated inspector. To lodge a protest you must be an I.C.D.K.C member and entrant.

The Clerk of the Course on the day will then approach the member accused of a breach of the rules. Multiple rule references will be separate challenges i.e. two separate rule protests will be \$200. This makes lodgement of protest being objective and not malicious.

- 17.9.2 The technical nature of the protest will then dictate whether an immediate inspection is carried out or in the case of an engine specification protest the engine will be marked to prevent tampering and be inspected at a suitable time before the end of the race day.¹

Failure to co-operate fully with the Technical scrutineer will be seen as non conformance and will carry the same penalty as a non conforming inspection. All inspections will be carried out in private with the owner or their representative, the scrutineer and one independent witness present. The member making the protest will not be present at the inspection.

The findings will be confidential and the protest applicant will only be told whether his protest resulted in a conformance or non conformance to the specific reference in the rule book. The Technical Scrutineers decision is final and is fully supported by the race committee. **NO APPEALS WILL BE ACCEPTED.**

- 17.9.3 If the technical protest inspection finds the kart/engine to be within specification the applicant loses his \$100, \$75 dollars will be given to the karts owner for the inconvenience of the inspection and \$25 will be donated to the club.
- 17.9.4 If the technical protest inspection finds the engine to be non conforming then the applicant will be reimbursed \$75 and the club will receive \$25.
- 17.9.5 The punishment for non conformance will be decided by the race committee. The president of the club in consultation with the race committee will then hand down the punishment.

Protest Application Forms are available on request from the canteen or Technical Scrutineer and completed inspection reports will be kept on file and remain confidential.

18. KART FORMULA

18.1 Chassis

- 18.1.1 The maximum overall length of the vehicle shall be 1820mm without nose cone fitted.
- 18.1.2 Track: Maximum width for a kart shall not exceed 1400mm.
- 18.1.3 Height: Maximum height for a kart shall not exceed 710mm from the ground.
- 18.1.4 **Wheels and Tyres:** Wheels can be roller bearings or tapered bearings. Tyres are pneumatic only with a maximum of 28cm diameter. **Slicks are only** to be used with unlimited width of tyre. Four wheels only on the ground. No chemical tyre traction treatments are allowed to be used. Grooved tyres are not permitted.
- 18.1.5 **Axle:** Rear wheels to be driven by a one-piece axle shaft only. Axle must not protrude beyond the tyre. Either solid and hollow aluminium or steel axles are permitted.
- 18.1.6 **Frame:** All go-kart frames are to be in a sound condition and deemed appropriate by a member of the Scrutineering team.
- 18.1.7 **Bodywork:** Must be made from a shatterproof/non-metallic material. Fibreglass Nassau panel/wings must be chopped strand matting type. If plastic, it must be non-splinterable.
- 18.1.8 **Rear Safety Bar:** this rear safety bar must have the upper rail that is standard fitment also, **a lower bar fitted inline with the centreline of the axle.** This bar stops karts with no nosecone from driving under the rear of the kart and stops the drivers feet from coming into contact with the drive sprocket and chain.

18.2 Bodywork

- 18.2.1 Side pods are compulsory for all groups.
- 18.2.2 Side pods must be a separate item to the under tray.
- 18.2.3 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.
- 18.2.4 Bars on the outside surface of the side pods are not permissible.
- 18.2.5 A side pod must fill a minimum of 70% of the distance between the tyres, measured at the centre-line of the tyres.
- 18.2.6 Nassau panel may be no wider than 500mm and must not restrict the driver or their view.
- 18.2.7 Nose Cones are compulsory for all groups.

18.2.8 Nose Cones: Must be made from plastic only and must be non-splinterable and non-shatterable.

18.3 Brakes

18.3.1 Brakes must be foot operated through the two rear wheels. Disk brakes only.

18.3.2 Brakes must be able to lock. The rear wheels should not turn when the brakes are applied by hand.

18.3.3 Front brakes are allowable in conjunction with rear brakes.

18.3.4 All brake cables and brake pedal rods are to be of a suitable size and strength. The cables must be shrouded on any pivot points to prevent fretting (fuel line is excellent).

18.3.5 All Brake systems and pedal mounting bolts must be of high tensile material.

18.3.6 Drilling of brake components (excluding brake discs) for lightening is not permitted.

18.4 Steering

18.4.1 Shall be effected by the operation of a full wheel. No open wheels permitted.

18.4.2 The steering wheel boss is to be manufactured of metal. (No plastic).

18.4.3 The steering shaft shall have a collar device, to be securely fitted within 5mm of the lower edge of the upper steering shaft bush.

18.4.4 The tie rods are to be a minimum of 8mm steel rod or 12mm outside diameter aluminium. An engaged thread length minimum of 8mm is required between the tie rod and rose joint.

18.4.5 The drilling of any steering components for lightness is not permitted.

18.5 Ignition Switch

18.5.1 Each engine is to have a good quality toggle switch located on the steering wheel in easy access to the thumb or fingers with nominated on/off position. (No press on-pull off buttons permitted). **LEVER ACTION ONLY.**

18.6 Under-Tray

18.6.1 Shall be of non-perforated sheet of steel, aluminium or carbon fibre. The floor-tray shall have no void large enough to permit any part of the driver's body to pass through.

18.6.2 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.

18.6.3 The floor-tray may not be drilled for lightness.

18.7 Guards

18.7.1 Chain Guards: All karts must be fitted with a suitable scrutineer approved chain guard that protects the driver in the event of a chain breakage or prevent the driver from trapping their fingers in the chain. It must be bolted at two points (minimum) preventing the guard from being dislodged. The seat must also be covered if directly in line with the front of the chain or there is a risk of the chain coming in contact with the seat. The chain guard must be a minimum 50 mm wide and a minimum 1mm stainless steel, 4mm aluminium, 3mm mild steel or 6mm multi layer rubber conveyor belt. The centreline of the guard must be aligned with the centreline of the chain covering from $\frac{1}{4}$ to and $\frac{1}{4}$ past the sprocket diameters. If the chain is in line with the seat the same thickness shield as specified above must be used to shield the seat.

18.8 Fuel Tank and Fittings

18.8.1 Remote Fuel tanks shall be securely mounted to the floor tray or chassis, positioned between the driver's legs and floor. Metal and manufacturers tanks are permitted.

18.8.2 All fuel lines must be clamped, cable tied or wired on.

18.9 Suspension

18.9.1 Any suspension device is prohibited.

18.10 Number Plates and Numbers

18.10.1 Both Front and rear number plates are required with a minimum area of 220cm. Yellow Plate and Black Numbers only required. The minimum number height is 12cm. Numbers must be easily read and not blocked by any area of the kart.

18.10.2 All new members must see the I.C.D.K.C Secretary to be issued a kart number. All karts must use the allocated number assigned by the I.C.D.K.C Secretary.

18.10.3 All new drivers must display an 'L' or 'P' plates on their kart for the first three meets or until deemed unnecessary by race officials.

18.11 Seats

18.11.1 All seats are to be in sound condition as deemed appropriate by a member of the scrutineering team.

18.12 Fasteners

18.12.1 All fasteners under the kart must be bolted upright. No bolt is to protrude in a dangerous manner. Nyloc nuts are recommended and the bolt should protrude the nut at least 2 full revolutions. This ensures the bolt deforms the nylon therefore stopping movement.

18.13 Exhaust

18.13.1 Exhaust modifications are unlimited, however all modifications must comply with the exhaust noise decibel level listed below.

18.13.2 Exhaust and mufflers must be securely fixed and not be a hazard. **Exhaust wrap is highly recommended to reduce potential burn injuries.**

18.13.3 The muffler must not protrude outside the rear wheel track.

18.13.4 Exhaust noise must not exceed 95 decibels. The club has its own measurement device to measure noise levels. All measurements will be taken at a distance of 10.5mts at the side of the track at a point behind the exhaust side of the kart, on a platform 1.5mts off the ground. The measurement will allow for variation of +2 or -2 depending on the wind at the time of the reading. Any kart exceeding the specified noise level will not be able to race. All decibel levels will be measured using the same device, in the same location, by the same method.

18.14 Throttle

18.14.1 Throttles must be fitted with two return springs, (one at the pedal and one at the carburettor) both able to shut the throttle if one should fail.

18.15 Transmission

18.15.1 All systems of varying the drive ratio in motion by torque manipulation are forbidden.

18.15.2 Front wheel driver systems are forbidden.

18.15.3 Drive system to be centrifugal clutch, Reduction Box, Torque Converter or Axle Clutch Drive.

18.15.4 Chain Guards must be fitted and comply with the requirements listed under Clause 18.7.1.

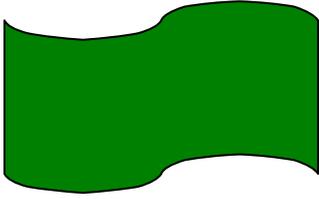
19. Amendments

19.1 I.C.D.K.C Management Committee may refine the Rules of Racing as deemed necessary. I.C.D.K.C Management Committee will determine the appropriate timeframe for the implementation and compliance of all new rules.

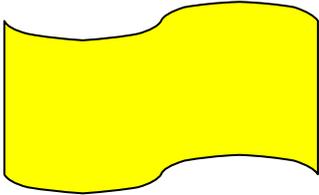
19.2 Any changes will be published on the Club's website and Drivers notified via correspondence or drivers brief. A copy of all amendments will be retained by the Club Secretary.

20. FLAGS AND/OR LIGHTS

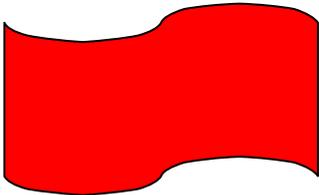
20.1 Following is a table of flags and their meanings:



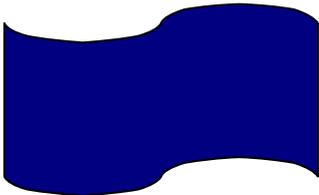
Green – Go – Race Start



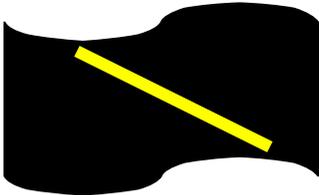
Caution – no overtaking. Hold position – do not pass any karts until clear of the obstruction and yellow flag is removed.



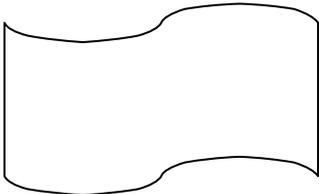
Full Course Stop – Raise hand (acknowledging having seen flag), pull to side of track in a safe (controlled) manner. STOP where you are until further instructions are given!



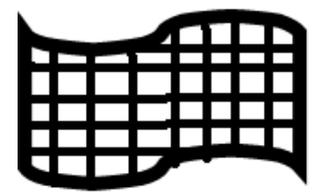
Stationery Flag: A faster kart is about to lap you. If flag is waving - you have one lap to move off race line (let the faster kart drive past you) otherwise you will be black flagged.



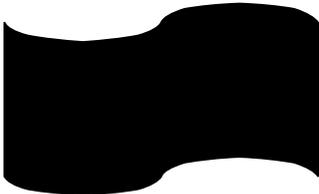
Continue racing under protest. Report to race official at the end of your current race.



Last Lap – One lap remaining until race finish.



**Waving Flag – Congratulations you have won the race!
Stationery Flag – Means completion of race. Race finished – all karts once past this flag must stop racing.**



Remove yourself from the track IMMEDIATELY!!! Kart to be taken off track – out of race. Report to Race Official.

21. POINTS SYSTEM

- 21.1 The overall result for the Group raced will be determined by the aggregate points from all rounds plus the feature race.
- 21.2 Each nominated kart (where driver is a member) will be awarded 1 point for starting each race and not the numbers of rounds run on the day.
- 21.3 Additional points for place winners are:
1st = 3 points
2nd = 2 points
3rd = 1 point
- 21.4 Race points will be doubled for the Feature race.
- 21.5 When a Kart and Driver is elevated to a higher Group (as outlined in Clause 9.2), the I.C.D.K.C Management Committee will take the average of the Top 3 point scorers of the higher Group. Regardless of whether their current points are above or below the top point scorer for the higher group.
- 21.6 The Driver with the highest number of points at the end of the race season is the winner of their group. Each of the winners out of all groups will be assessed by the I.C.D.K.C Management Committee and a driver will be selected for the club Junior and club Senior championship trophy. The Junior and Senior club champion will not necessarily be based on the person with the highest points.
- 21.7 The Annual Lew Jaeger Perpetual Trophy winner will be decided upon by the I.C.D.K.C Management Committee. This trophy is for encouragement to any person/driver with the most outstanding performance gained over the race season. It is not restricted to Group winners. Only juniors 1-3 and Groups 1-3 are eligible for the trophy.
- 21.8 The Annual Layton Dixon Perpetual Trophy winner will be decided upon by the I.C.D.K.C. Management Committee in consultation with Wayne/Sue Dixon. This trophy is for encouragement to any person/driver with the most outstanding performance on and off the race track gained over the race season. It is not restricted to group winners and all members are eligible for the trophy.

22. THE PIT AREA

- 22.1 Karts are not permitted to be driven within the confines of the pit area.
- 22.2 All karts must be on a stand or have a driver in them before they are started.
- 22.3 No alcoholic beverages shall be consumed within the pit area.
- 22.4 No Driver shall enter or exit the in-grid at speed, such as to endanger other drivers, crews or officials.
- 22.5 Drivers must only use the exit lanes provided.
- 22.6 There is to be **NO SMOKING** with in the pits. A designated smoking area has been allocated.

23. SCRUTINEER(S) SAFETY

- 23.1 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.
- 23.2 Examine karts before test and tune/ racing commences.
- 23.3 Report any irregularities to the Owner/Driver and notate these in the individual drivers log book.
- 23.4 Request the rectification of any unsafe irregularities before using the kart.
- 23.5 Be available during the course of the meeting to examine karts involved in accidents or incidents as directed by the Officials.

23.6 Scrutineering may only be completed by I.C.D.K.C. Race Club Committee members or suitably experienced personnel under the direction of the Chief Scrutineer. Scrutineering records will be maintained in the individual drivers log book.

24. LAP SCORER(S)

24.1 Collate and record the finishing order for 1st, 2nd and 3rd place (where the drivers are members of the club) for karts in all groups.

24.2 Collate and record points scored for 1st, 2nd and 3rd place in all groups. Non-members who finish in 1st, 2nd or 3rd place will not be recognised in the points system as placing.

24.3 Implementing the number of laps required for each race and changing the number board after each lap to reflect the remaining laps.

25. STARTER

25.1 Notify Drivers to form up in grid positions, check spacing between karts, signal to drivers that their visor must be down.

25.2 Start, finish and control the race using the necessary flags as outlined in Clause 20.

25.3 In the Event of a false start or poor grid formation have the authority to send offending Drivers to the rear of the field.

25.4 Communicate with the Drivers through flags, lights and boards as necessary.

25.5 Communicate to other areas by means of walkie talkies, flags or other signals.

25.6 The Starter and Lap Scorer can be the same person. Members of the club are expected to offer assistance at the Start/Finish line.

25.7 The Starters decision in relation to places is final.

25.8 The Starter in conjunction with the Clerk of the Course may remove or reduce an individual's points as a result of unsportsmanlike behaviour.

26. CLERK OF THE COURSE

26.1 A Clerk of the Course shall be elected by the appointed officials prior to practice or racing and shall act as a chairperson. The Clerk of the Course shall be a member of the Race Club Committee.

26.2 I.C.D.K.C. Management Committee shall supply at least two officials for each Event.

26.3 The Clerk of the Course at I.C.D.K.C race meetings or practice days in conjunction with the I.C.D.K.C Management Committee shall:

a) Enforce the Rules of Racing as laid down by I.C.D.K.C

b) Adjudicate over any disputation to arise during a race meeting.

c) Decide and impose penalties for any breach of the Rules of Racing.

d) Notify the Driver of any penalty imposed

e) Prohibit from competing any Driver or kart which is considered to be dangerous as reported by officials.

f) Expel from the grounds any person(s) who refuses to obey the instructions of an official or comes to the grounds to intentionally cause trouble.

g) Postpone or alter the conditions of a competition for reasons of safety or 'Force Majeure'.

h) Appoint temporary substitutes to replace Officials unable to perform their duties.

i) Authorise alteration of the official program.

- j) The I.C.D.K.C Management Committee in consultation with the Clerk of the Course has the authority to deduct a nominal number of points at any time to impose disciplinary action.

27. TRACK OFFICIAL

- 27.1 Be responsible to the Clerk of the Course/ I.C.D.K.C Management Committee for the conduct of the meeting and its administration in accordance with the official program and these Regulations.
- 27.2 Be satisfied that all officials including the required number of flag marshalls are at their posts and the start/finish line and report any absences to the Clerk of the Course/ I.C.D.K.C Management Committee, prior to the commencement of racing or practice.
- 27.3 Be satisfied that all officials have sufficient information and equipment to carry out their duties.
- 27.4 Send karts to the start line in the correct order and if necessary, starts the race.
- 27.5 Restrict access to the competition and pit areas to authorised persons only.
- 27.6 Receive any protest(s) from competitors and convey these protest(s) to the Clerk of the Course/ I.C.D.K.C Management Committee as soon as practical.
- 27.7 Track Official(s) at I.C.D.K.C race meetings or practice days shall:
- a) Enforce the Rules of Racing as laid down by I.C.D.K.C
 - b) Be involved in the adjudication of any disputes arising during a race meeting.
 - c) Decide and impose penalties for any breach of the Rules of Racing in conjunction with the Clerk of the Course and I.C.D.K.C Management Committee.
 - d) Prohibit from competing any Driver or kart which is considered to be dangerous.
 - e) Carry out instructions from the Clerk of the Course/ I.C.D.K.C Management Committee.

28. FLAG MARSHALLS

- 28.1 Flag Marshalls are a vital part of kart racing operations. They are stationed at strategic Flag Posts around the track and their responsibilities include:
- 28.1.1 Immediately reporting or signaling to the Starter, Clerk of the Course, Track Official and other flag marshal's incidents or accidents occurring within the area controlled by the post concerned.
- 28.1.2 To ensure that the race is run in a sportsmanlike and fair manner, and to correct misbehaviour either by flag signal or by report to the Clerk of the Course, Track Official or Management Committee.
- 28.1.3 To protect drivers from any danger or difficulty which they may be unable to foresee.
- 28.1.4 To enquire promptly into the stopping of any kart, to remove it from the track and, if necessary, to announce its withdrawal from the race.
- 28.1.5 To clear and clean the track after any accident, oil-spill or spreading of stones or other material or operate fire fighting equipment where required.
- 28.1.6 Under the protection of the relevant signals they shall see that any kart stopping in their section of track is pushed to the side of the track without restarting the motor:-

- a) They shall enquire as to the reason for such stop, and report to the Start/Finish line the reason and the intention or otherwise of the driver to withdraw from the race
- b) They shall assist the designated first aid officer with any injured driver, and shall if possible prevent their removal further than to the side of the track and any change of their posture.
- 28.2 Members of the club have a responsibility to carry out the role of flag marshals and to educate non-members in the role where applicable. Members of the club must have an understanding of the flags, their meanings and know when to use which flags. They must enforce the requirements of each flag.
- 28.3 Each Flag marshalling point must have two marshals at all times. Either two seniors or one senior and one junior. Two juniors alone at any time, on one flag point are not permitted. This requirement may vary on test and tunes where only minimal numbers of karts are in attendance at which time there shall be no more than between eight and ten karts on the track at any one time.
- 28.4 The following Flag Marshall Roster System applies for race days & test and tunes unless otherwise advised.

Round	Group	J1	J2	J3	G1	G2	G3	Ladies	G4	G5	Mod
R1	Drivers from designated groups to flag marshal for particular round	G2/G3	G2/G3	G4	G4	G5/Mod	G5/Mod	Parents J1/J2	Parents J1/J2	Parents J3/G1	Parents J3/G1
R2		G2/G3	G2/G3	G4	G4	G5/Mod	G5/Mod	Parents J1/J2	Parents J1/J2	Parents J3/G1	Parents J3/G1
R3		G2/G3	G2/G3	G4	G4	G5/Mod	G5/Mod	Parents J1/J2	Parents J1/J2	Parents J3/G1	Parents J3/G1
R4		G2/G3	G2/G3	G4	G4	G5/Mod	G5/Mod	Parents J1/J2	Parents J1/J2	Parents J3/G1	Parents J3/G1
Feature		G2/G3	G2/G3	G4	G4	G5/Mod	G5/Mod	Parents J1/J2	Parents J1/J2	Parents J3/G1	Parents J3/G1

29. **BEHAVIOUR**

- 29.1 No Official, Driver, crew, participant, or spectator 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 penalties will apply.
- 29.2 All Officials, Drivers, crew, participants and spectators shall act in a manner befitting a sports person. Un-sportsman like behaviour and continued negativity towards the club and/or its individuals will not be tolerated and should be reported to the Management Committee.
- 29.3 **ZERO TOLERANCE POLICY** on bad language and aggressive behaviour. We are a "Family Orientated Club" with men, women and children racing and spectating. If you have a problem, on or off the track, you **MUST** report it **IMMEDIATELY** to the **CLERK OF THE COURSE**. This will then become the responsibility of the Clerk of the Course to take any further action upon receiving the report. You **WILL NOT** take the matter into your own hands. Any person/persons found not adhering to this ZERO TOLERANCE POLICY will be asked to **LEAVE THE TRACK IMMEDIATELY**.

If this behaviour is repeated you will be asked to attend a committee meeting to discuss why you should not be suspended for an extended period of time/multiple race meetings.

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

Should an Official, Driver, member, pit crew or spectator commit an offence the I.C.D.K.C Management Committee/ Clerk of the Course may impose the following penalties:

1. Individual/Driver(s) will be monitored
2. Reprimand
3. Rear of Field
4. Loss of Points for Round
5. Loss of Points for Day
6. Exclusion from Round, Race Meeting(s) and/or Test & Tune.
7. Expulsion from Course or Precincts.
8. Recommend an I.C.D.K.C. Special Meeting to determine action.
9. Surrender their licence/membership

Note: - All penalties from 2 to 8 shall be recorded and forwarded to the Club Secretary.

Who do I refer incidents to?

All concerns in relation to incidents on or off track must be referred to the I.C.D.K.C Management Committee/ Clerk of the Course to be dealt with. The I.C.D.K.C Management Committee/ Clerk of the Course will decide the appropriate action to be taken or refer the matter to the I.C.D.K.C Race Committee meeting where the issue will be discussed and appropriate action taken.

What action may result?

A verbal or written warning will be issued to the member depending on the offence.

Quick Reference Guide

Offences that will result in penalties/disciplinary action include but are not limited to the following:

Offence

- 1) Not attending Driver's briefing
- 2) Passing under a yellow flag, not stopping when a red flag is displayed, not reporting to an official after a black/yellow flag or removing themselves from the track after a black flag is displayed.
- 3) Intentional failing to remove kart from track
- 4) Speeding into the pit area or driving through the pit area
- 5) Verbal intimidation or physical abuse
- 6) Making unlawful changes to your kart once it has been scrutineered
- 7) Racing after chequered flag/race finish
- 8) Not reporting to Official
- 9) Deliberately causing a race stoppage
- 10) Illegal Motor(s) and or fuel (i.e. methanol in unapproved groups)
- 11) Dangerous re-entry to track / Gaining position on re-entry
- 12) Over aggressive or dangerous driving
- 13) Jumping start
- 14) Breaking formation
- 15) Deliberate shunting

- 16) Deliberate baulking
- 17) Consumption/ Under the Influence of Alcohol and other Drug related substances during race meet
- 18) On track antics/ incidents including repeated barging
- 19) Violence in pit or on track
- 20) Race track behaviour
- 21) Inappropriate use of language/swearing
- 22) Poor sportsmanship in failing to start at the rear of the field when you have come 1st, 2nd or 3rd in the previous race
- 23) Loss of temper/display of aggression towards visitors or other members of the club
- 24) Problems identified with karts through the scrutineering process
- 25) Disobeying club/racing rules
- 26) Displaying a negative attitude towards the club, its I.C.D.K.C Management Committee and other members, non-members or visitors of the club
- 27) Not following instructions given by race club Officials/I.C.D.K.C Management Committee members
- 28) Any other behaviour deemed unacceptable by the I.C.D.K.C Management Committee

Note: - The Penalties in the Guide are only suggested penalties therefore harsher or leaner penalties may be imposed depending on the situation by the I.C.D.K.C Management Committee, I.C.D.K.C Race Committee, Clerk of the Course and Track Official.

APPENDIX "B": I.C.D.K.C. DIRT KART TRACK REQUIREMENTS

The following are the requirements of the I.C.D.K.C. Dirt Track. The I.C.D.K.C. Management Committee reserve the right to vary these Regulations at any time, the issues of safety being paramount.

1. **Club Track Inspectors:** The Club shall appoint a Clerk of the Course to be responsible for track safety.
2. **Track Maintenance:** It is the Clerk of the Course responsibility to check that normal track maintenance has been carried out prior to race meetings. If the track conditions are not satisfactory racing will not commence until the track is deemed satisfactory by the Clerk of the Course.
3. **Track Layout:** The track shape is not necessarily restricted by these Regulations as concern is directed towards safety (to be a minimum of 6m throughout). It is recommended that straights and high speed corners be made wider wherever practical, to allow karts more room to take evasive action and continue racing. Track surface to be water sealed dirt only, with sufficient fall to prevent puddles forming after watering. Sections of track to be no closer than 4m to itself unless a suitable protective barrier of energy absorbing material, such as car tyres is installed where required.
4. **Track Conditions:** The track must have suitable run off areas and ALL drivers have a responsibility to drive to the conditions of the track whether it is a dry track, wet track or track that needs repair.
5. **Pit Area:** Pit must be clearly defined and of sufficient size to cater for a major race meeting.
6. **Starting Karts:** All karts must be on a stand or have a driver in them before they are started.
7. **Grid Lanes:**
 - Must be defined by barriers and out of control karts must not be able to escape into pits or spectator areas so as to endanger patrons, other Drivers or crew. Grids will accommodate at least twenty (20) karts.
 - Wherever possible grids should not be positioned at entrance to a track corner. If so consideration be given to a lead in lane running parallel to track.
8. **Fire Extinguishers:** Dry Chemical type to be located on the in and out grids and at least two (2) to be situated for easy access on the infield. Signs for Extinguisher Points to be erected (Infield signs

may not be required). Open fires are prohibited in pits or track area. All fire extinguishers to be a minimum size of 4.5 kg for dry chemical or nine (9) litre foam.

9. **Amenities**: Toilet and canteen facilities are to remain clean and tidy.
10. **First Aid Requirements**: There must be clear access for an ambulance and suitable areas set aside for first aid facilities.
11. **First Aid People**: Nominated First Aid People for the event are required to wear an arm band, vest or hat for quick identification in emergency's
12. **Service Vehicle Area**: Track must have designated area for parking and storage of track maintenance equipment and vehicles outside race area during racing.
13. **Safety Fences**: All spectator areas to be adequately fenced off to keep spectators in those areas. Fence to be approx. 0.9m high of barricade secured to posts maximum 3m apart. Fence to be minimum of 4m from outer edge of track wherever possible.
14. **Safety Barriers**: Energy absorbing barriers to be constructed from car tyres or suitable equivalent. For protection between track areas or track and safety fence a continuous line of tyres. Barriers to be kept free of earth and debris and not placed hard up against any object.
15. **Officials' Barrier**: Officials Barrier to be constructed of material suitable to provide adequate barricading.
16. **Risk Management**: I.C.D.K.C. must have a Risk Management Program in place and current. The Risk Management Program shall be available at all times.

17. **APPENDIX "C" I.C.D.K.C. LIST OF FEES**

The following information outlines the applicable membership, race day and test and tunes fees for scheduled events on the I.C.D.K.C track.

Annual Membership

The Annual Membership period is between 1st January -31st December in the same year.

Annual membership fees are as follows:

1. Family membership - \$100
2. Single membership - \$80

Please Note: The Family Membership incorporates immediate family only e.g. husband and wife or defacto relationship with maximum of 2 children only where children are under 18 years of age. When a driver turns 18 they are required to join the club as a single member, unless they are studying and a valid student ID can be provided. Should this be unavailable at time of renewal single membership will be charged and reimbursed on presentation of valid student ID.

Race Day & Test and Tune Fees

The following race day and test and tune fees apply for scheduled activities.

MEMBERSHIP TYPE	RACE DAY FEES FOR MEMBERS	RACE DAY FEES FOR NON MEMBERS	TEST & TUNE FEES FOR MEMBERS	TEST & TUNE FEES FOR NON MEMBERS
SINGLES/ IMMEDIATE FAMILY (WITH CHILDREN UNDER THE AGE OF 18)	<ul style="list-style-type: none"> 1st Entry - \$40 2nd Entry – \$20 3rd Entry - \$10 4th Entry - \$10 (Jnr or Snr) 	<ul style="list-style-type: none"> 1st Entry - \$40 plus a Non Member Fee of \$20 Additional drivers whether junior or senior \$20 per entry plus \$20 non member fee per individual 	<ul style="list-style-type: none"> \$15 Per Kart + \$5 for each additional driver 	<ul style="list-style-type: none"> \$25 Per Kart + \$10 for each additional driver
	OR Blanket Race Day Member Family Fee of \$ 70 (Total 4 entries)	OR Blanket Race Day Non Member Family Fee of \$90 (Total 4 entries)	OR Blanket Test & Tune Member Family Fee of \$40 (Total 4 entries)	OR Blanket Test & Tune Non Member Family Fee of \$60 (Total 4 entries)
NOT IMMEDIATE FAMILY	Member driving another members kart <ul style="list-style-type: none"> \$40 per adult \$30 per child 			

Additional Fee Information

- Maximum number of karts per family allocated – 4 otherwise there will be an additional charge
- Maximum number of individuals per family allocated – 4 otherwise there is an additional driver entry fee
- Only one junior or senior group nomination per driver. Drivers wishing to enter additional or multiple groups will be charged an additional entry fee of \$20 per group entered. This will not be included in the blanket cost of \$70 per family. This is to keep it fair for all entrants and prevent members from running for free in multiple races (e.g. ladies and group 2 or drivers running in group 3 and modified)

APPENDIX “D” – SCRUTINEERING CHECKLIST

The following inspection is to ensure that only low risk karts race on race days and test and tunes. This checklist is designed to minimize risk between yourself and other drivers. The Chief Scrutineer/ Team of Scrutineer(s) may also bring to the driver’s attention concerns or maintenance issues that you may not have been aware of.

A more enjoyable race meeting is achieved in low risk well maintained karts.

1. Karts to be pushed to Pre-Race Area to be scrutineered. No hot engine karts will be checked.
2. Driver(s) of karts to be present at time of inspection
3. Driver’s helmet and race apparel to be inspected for, Australian Standards sticker on helmet and no synthetic clothing to be worn whilst racing.
4. Pods, Nassau panel and nose cone (if fitted) well secured, no excessive movement and in good condition.
5. Front and rear numbers clearly visible. Black number on yellow background.
6. Check condition of tyres. No canvas to be visible.
7. Check for free play in front stub axles.
8. Check the condition of steering arms and connections.
9. A steering arm retaining clamp is in place.
10. Seat fastened and in good condition.
11. Engine mounts are tight, no free play.
12. No excessive oil on engine, no visible oil leaks.

13. Chain guard to cover the rear sprocket and to the front of clutch. Made of a suitable material, minimum 50mm wide. Firmly secured and cover seat if necessary.
14. Check condition of rear sprocket and clutch sprocket, clutch is fitted with a retaining bolt.
15. Check chain condition / tension.
16. Exhaust is firmly secured, and in good condition. Heat shielding (if fitted) in good condition.
17. Check the fuel tap is accessible and in good working order.
18. Fuel tanks well secured, an approved type and tank cap is secure.
19. Brakes work effectively
20. Brake lines / cables in good condition.
21. Brake and throttle pedals in good condition.
22. Throttle cable in good condition. Return spring fitted and in good working order.
23. Skid plate well secured.
24. Steering wheel well secured and in good condition.
25. Engine stop switch fitted and On/Off is marked. Toggle type only, no push button type.
26. Rev counter if fitted must not impede the engine stop switch.
27. All fuel lines to be secured to any connections with a clamp or zip tie.
28. Driver to start kart with rears wheels clear of the ground and check for the following:
 1. Check for any fuel leaks.
 2. Throttle operation, returns spring working.
 3. Driver to rev the engine and ensure brakes will lock the rear axle.
 4. Kart not to emit excessive smoke.
 5. Shut down the engine using engine stop switch.

PLEASE ENSURE THAT YOUR KART IS MAINTAINED AT THIS STANDARD ALL THE TIME!

APPENDIX “E” OFFICIAL FORMS & OTHER IMPORTANT INFORMATION

A. Member Race Nomination Form

Members must complete this form and pay the appropriate fee to race on race days and test and tunes.

B. Casual Driver/Non Member Race Nomination Form

This form is to be used whenever a Casual Driver/Non Member wishes to drive a kart or enter the pits. Current fee for casual Drivers/pit crew are contained in Appendix “C”. The form and money must be forwarded to the I.C.D.K.C. Secretary at the race meet.

C. Accident/Incident Information

This form is the standard form for reporting to I.C.D.K.C Management Committee the details of any accidents or incidents. The form must be forwarded to the I.C.D.K.C. Secretary within seven (7) days of the accident/incident.

D. Protest/Appeal Form

To any member who requests one, please contact your Club Secretary or Club Official.

E. Forms

- If any of the above forms are required please quote the form name.
- Other Official Forms can be found in the I.C.D.K.C Secretarial Folder.

G. Important Information about Parking @ Willowbank

In order to cater for the large numbers of entrants and visitors on race days and test and tunes the club has designed specified pit areas and requirements around parking at Willowbank. These must be adhered to at all times. If you have any questions please phone or see one of the Executive. Requirements are as follows:

- **NO** vehicles in the front row, trailers, kart and shades only.
- If your Ute is used to transport your go kart (i.e. kart on back of Ute) then you are permitted to park in the middle row and back from there.
- If you transport your kart with a trailer attached to your vehicle, you must unhook your trailer and park your car in designated parking area when you are in the 2nd row.
- Cars are to be parked along the fence to the left hand side of the entry driveway unless otherwise discussed.
- There are limited areas where cars, extra large trailers or utes are able to park in the pit confines. These are highlighted in yellow on the 'Parking @ Willowbank' map available on the clubs website. Alternatively pick up a copy of the map from the canteen area at our next scheduled event.
- On Race/Test'n'tune days, vehicle or trailer issues will be assessed by the President and the Clerk of the Course.

2013 RULES OF RACING ACKNOWLEDGEMENT

I have read, understood and agree to abide to the rules and regulations listed in this 2013 **Rules of Racing** handbook.

Signed: _____

Printed Name: _____

Date: / / 2013

Please provide this form to the Ipswich City Dirt Kart Club Secretary for inclusion in the Club's records.

If you do not agree with the rules of racing you will not be permitted to race at our club.

If you sign this acknowledgement and are deemed to be non-compliant against the requirements by the I.C.D.K.C. Management Committee disciplinary action will be enforced.