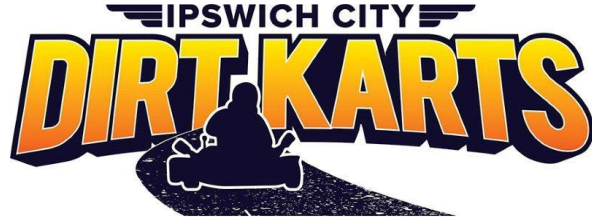


IPSWICH CITY DIRT KART CLUB INC.

#IA29442



2024

General Regulations and Engine Specifications

President:	Michael Floyd
Vice President:	Brett Formosa
Secretary:	Angela Formosa
Treasurer:	Larissa Manning
Clerk of the Course:	Brian Dixon
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1. DEFINITIONS

- 1.1** I.C.D.K.C. : Ipswich City Dirt Kart Club Inc.
- 1.2** Race Meetings: to be sanctioned over a specified period of 12 Rounds with a minimum of 10 rounds declared as a Championship, with the following exceptions: special endurance, interclub or special race day.
- 1.3** Force Majeure - Weather and track safety which the organisers have no control over and results in an Event not being completed. A minimum of 3 Full Rounds is declared a Race Meet.
- 1.4** Membership – a financial member for current year for all persons who is listed on the current Membership Form.
- 1.5** Race Year – 1 January – 31 December, a calendar year.
- 1.6** Race Start - is the moment when the order is given to the competitors via green flag or light to start a race.
- 1.7** The Official rules and Constitution – is the copy of the Rules and Constitution held by the Secretary of the Club.
- 1.8** Race Meeting is where nominated drivers compete in a race where points are awarded.

2. I.C.D.K.C. CONSTITUTION General Regulations and Engine Specifications

- 2.1** A copy of the I.C.D.K.C. General Regulations and Engine Specifications shall be made available to all I.C.D.K.C. members and participants. All members and participants must sign the acknowledgement at the back of these Regulations confirming that they have read, understood and agree to abide by the Engine specifications and general regulations and present this to the Club Secretary or clerk of course. No person will be allowed to participate until the acknowledgement form is signed and submitted.
- 2.2** Updates to the General Regulations and Engine Specifications concerning safety may be made from time to time by the Executive Committee and will be advertised on Club Website and Social Media Pages, and attached as an amendment to the current year's Engine specifications and general regulations. All Drivers shall participate under the updated official General Regulations and Engine Specifications and Constitution, a copy of which will be held by the Secretary and made available upon written or email request.
- 2.3** General Regulations and Engine Specifications made or updated at I.C.D.K.C. Executive Committee Meetings, will be enforced and adhered to once the official General Regulations and Engine Specifications and Constitution have been updated and an updated amendment will be issued for acknowledgement.
- 2.4** It is a participant's responsibility to make them fully acquainted with the official General Regulations, Engine Specifications and the I.C.D.K.C Constitution. Failure to do so may result in the disciplinary action, suspension or expulsion from the Club.
- 2.5** Suspended or expelled members are not permitted to attend any I.C.D.K.C. Event or enter the Club Grounds for the duration of the suspension or indefinitely if expelled. If a minor is under suspended member's guardianship the minor will not be permitted to participate unless accompanied by a delegated guardian that is permitted to attend I.C.D.K.C. events. If a Member or Participant is banned from ALL Club Events or Club Grounds for Life, is such the wording Life is Life.

3. SUPPLEMENTARY RULES AND REGULATIONS

- 3.1** Supplementary Regulations must be submitted in writing no later than 4 weeks prior to the Rule Change General Meeting. Nominated changes to the Rules and Sub-Regulations will be discussed and voted upon by the financial members at the Rule Change Meeting NO LATER than 3 months prior to the Next Race Season.
- 3.2** Modifications to the Rules and Regulations may be changed during the race season by I.C.D.K.C. Executive Committee in the interest of safety and fair competition. All members must adhere to the modified Rules within a nominated timeframe made by the I.C.D.K.C. Executive Committee.
- 3.3** 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 General Regulations and Engine Specifications shall be decided by the I.C.D.K.C. Executive Committee whose decision shall be final.
- 4.2** I.C.D.K.C. make no pretence of having designed a fool proof set of General Regulations and Engine Specifications, nevertheless Drivers, crews, participants and spectators are required to abide by both the General Regulations & Engine Specifications and the spirit of the General Regulations & Engine Specifications.
- 4.3** All participants will be responsible for the conduct of their respective pit crews/spectators and any violation will be chargeable directly to the participant. Participants are classed as ANYONE who enters the grounds. Violations include the following: Social Media, verbal or written abuse directed to any Member of the I.C.D.K.C. 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. Any person on accepting an I.C.D.K.C. membership shall comply with all the Rules and Regulations of I.C.D.K.C. and be held accountable for any infringements of them.
- 5.2** I.C.D.K.C. Executive Committee may refuse to issue, cancel or suspend membership but must give a reason for such refusal or cancellation.
- 5.3** Application for a membership to join I.C.D.K.C. must be made on the official I.C.D.K.C. Membership Form. The appropriate fee as determined by I.C.D.K.C. Executive Committee will be charged and shall remain unchanged for the current race season. Any outstanding fees from the previous year will be added to the new seasonal fees.
- 5.4** I.C.D.K.C. Executive Committee has the right to refuse any membership application that is not in the interest of the Association and its member's.
- 5.5 Non Member/Participant**
Must pay the appropriate fee as set by I.C.D.K.C. Executive Committee before being

permitted to participate at any Test & Tune Days. A participant is classed as any parties entering the grounds.

5.6 REQUIREMENTS FOR CLUB MEMBERS

As a Member of the Ipswich City Dirt Kart Club you are **required to flag marshall at least five (5) times each Race Meet**. Non-Conformance with this requirement, without a reasonable excuse may result in a penalty being applied or a deduction of points.

5.7 Smoking is **PROHIBITED** outside of designated areas. **(DURING ANY EVENT)**

5.8 CLOSED IN FOOTWEAR MUST BE WORN AT ALL TIMES IN THE PIT AND TRACK AREA.

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 Any other fees are listed in Appendix "C" I.C.D.K.C. Executive Committee can review and adjust fees as and when deemed necessary to ensure the Club remains viable.

7. General Regulations

7.1 All Competitors are required to have a sound knowledge of General Regulations and Engine Specifications including, Lights and Flags. All members must sign the Acknowledgement at the back of these regulations confirming that they have read, understood and agree to abide by the General Regulations and Engine Specifications and present this to the Club Secretary.

7.2 All Competitors are required to pay the associated fee prior to getting their kart scrutineered for Race Days or entering the track on Test n Tune Days.

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. At no time will a Kart be allowed to race or participate in a Race Event unless it has been scrutineered. If your kart is deemed unsuitable by a scrutineer one of the following will apply:

- Rectify the problem(s) by the next race meet,
- Rectify prior to participating at the event,
- not be permitted to be used for that event.

7.4 Test & Tune participants must comply with all safety regulations. However, non-compliant motors may be allowed to run at the discretion of the I.C.D.K.C Executive Committee.

7.5 A competitor may substitute a kart once only, but engines can be substituted a number of times during a race meeting due to irreparable damage with all of the following conditions applying:

- Permission from the Clerk of the Course and Chief Scrutineer must be sought.
- The kart must start from the rear of the grid for the following heat only.
If an engine change is involved, the kart must be scrutineered by the Chief Scrutineer
- If a Junior Group Kart breaks down it CAN NOT BE substituted for a higher Senior Nominated Group Kart.

7.7 At no time shall a Driver operate their kart on the Race Track during a Race Day or Test & Tune without the proper safety gear, closed in shoes, helmet, neck brace and a race suit

(RACE EVENTS ONLY FOR RACE SUITS) must be worn. Drivers are **not permitted** to wear nylon clothing including tracksuits or motorbike pants or shirts. In addition, it is mandatory for all Competitors to wear neck braces and gloves however rib protection is optional. **ALL JUNIOR 3 DRIVER'S MUST WEAR A RIB PROTECTOR**

- 7.8** No Rookie (Novice), Junior or Senior Driver is allowed to practice or compete on the track at the same time except on Mentoring/Training or Development Day events.
- 7.9** 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.
- 7.10** All new Drivers on the day must stay behind after the Drivers Brief so that the Clerk of the Course or Official can run through additional information and points of interest
- 7.11** If a nominated Driver cannot make their pre grid position, then the rest of the field will be adjusted by moving all Drivers up accordingly in the pre grid area before entering the track.
- 7.12** From the time karts are released from the grid until the start is given, Drivers are under starters order. Karts must maintain grid position until the green light / flag is given and must remain within the confines of the track at all times. The start line area on the main straight will be a minimum of 8 meters wide.
- 7.13** A kart shall not be restarted if it has entered the track. However if a kart has been accidentally turned off by an official it may be restarted.
- 7.14** Any Competitor having mechanical troubles etc., when advised by a Track Official, can move their kart to a safe location but only when it is safe to do so. Competitors must wait until the end of the race before returning to the pit area.
- 7.15** Standing starts and rolling starts will be used.
- 7.16** To be classified a starter, a Driver must take the start and receive the green flag/light. Any Driver that misses the start is not eligible to enter the track from any other area.
- 7.17** Should a false start occur, an orange flag with a black R will be shown within the first lap by all flag marshals and the Starter will sound an air horn. When a false start has occurred all competitors must return to their original grid positions under their own power ready to recommence the race. Should the same participant be responsible for a second false start the participant will be disqualified from that race.
- 7.18** Any Competitor or kart considered being a danger to other Drivers, having a mechanical failure, or driving in a dangerous manner will receive a Black flag and where possible the kart numbers are displayed at the start line, the competitor should report to the pit lane immediately where they will be informed of the problem by an Official.
- 7.19** During racing any kart, shall hold their line and not baulk the kart doing the overtaking.
- 7.20** At no time shall a Driver permit their kart to be pushed or driven on the track in the opposite direction of the race being run.
- 7.21** 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. Do not endanger yourself by hopping out of the kart if it is unsafe to do so. Once a driver leaves their kart they **MUST NOT REJOIN THE RACE**. Do not leave your kart in a dangerous position to other Drivers. At no time is a Junior Driver allowed to exit their kart during a race unless safe to do so and under the direction of the flag marshal or official.

- 7.22** 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 inspected by clerk of course and Scrutineer prior to competing in any further races.
- 7.23** During a race a driver may re-enter the track at the nearest possible point, provided they do not gain an advantage and do so safely or under the direction of an Official and must not impede any other Drivers.
- 7.24** No Driver shall continue racing after the chequered flag is waved. All Drivers must keep the kart circulating at a reasonable speed immediately after the chequered flag and not impede other finishers. Penalties will apply to any Driver deemed to do so. At the completion of a race flag marshals near the exit point are required to signal the Driver to use the exit lane.
- 7.26** To be classified 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.
- 7.27** At the completion of a Race, it is the Drivers' responsibility to get their kart on and off the track safely.
- 7.28** Any member or participant protesting or wishing to lodge a protest as a result of an incident during a race round should do so with an I.C.D.K.C. Clerk of the Course or event Secretary on the day of the event or as soon as practically possible. Protest forms are available for those drivers wishing to lodge formal complaints against other drivers on the day from the Club Secretary. Depending on the situation one of the disciplinary actions outlined in Appendix "A" will result. Protest forms are to be handed in by the completion of the event.
- 7.29** At **NO TIME** will alcohol, smoking or illegal substances be consumed in the pit area/race track or during the duration of any Race or Test & Tune Days, nor will any Driver operate their Kart while under the influence of alcohol or drugs. All offenders will automatically be removed from the property if found to be doing so, and further penalties may apply.
- 7.30** At no time shall a Driver operate a kart on the track with any form of personal listening device. Unless pre-approved from the clerk of course or for medical reasons.
- 7.31** Karts are not to be driven within the confines of the pit area.
- 7.32** All karts must be on a stand or have a driver in them before they are started. ALL Rookies and Junior karts **MUST** be started on an axle stand during any event.
- 7.33** No Driver shall enter or exit the pre grid or track at speed, such as to endanger other Driver's, pit crews or officials. Driver's must only use the track entry and exit lanes provided.
- 7.34** There is to be **NO SMOKING** with in the pits during any event. A designated smoking area has been allocated.

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. Executive 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 First Aid Room. 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 First Aid Room.

- 8.3 The Club Secretary may 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 will be available at each flag point. I.C.D.K.C. Executive 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. The number of rounds and laps will be dependent upon conditions and number of karts entered.
- 8.7 The maximum contestants in any one heat will be determined by I.C.D.K.C. Executive Committee in consultation with Officials.

9. Competitor groups

- 9.1 **Junior Competitors** Defined as between the ages of 5 and 16 years. A person who is 16 years of age at the commencement of racing season but will turn 17 years old before the end of the year’s race season is recommended to start in the Senior Group racing applicable to their race times or a group nominated by the Race Committee. If a person waits to move after the start of the race season/mid-season they will move to the Senior Group with no carried or averaging of points. If a competitor turns 16 during a race season, the competitor’s parent/guardian may apply in writing to the Executive Committee for permission to compete in senior racing when they have reached the age of 16. If approval is granted the Driver is not permitted to run in Junior Group Racing. If due to a competitor’s birthday and/or Executive Committee requirements or authorization, they move from junior racing to senior racing mid-season, they will carry over their points from junior racing into their senior group racing as per the formula and requirements laid out in Section 22.
- 9.2 All Junior Drivers must have parental or legal guardian consent prior to participating in an event. All New Juniors/Rookies/Seniors to be assessed must notify a track official before entering the track or they will not be signed off at the end of the Test n Tune. Juniors moving to Junior 3, New Rookies, New Juniors and New Seniors must complete the following step:
Must complete a minimum of 2 assessed Test n Tunes and be signed off by the Race Committee prior to joining the nominated group of racing.
- 9.3 A new member, the Driver shall be required to run Rear of Field (R.O.F) for a minimum of three (3) meetings or as assessed to the satisfaction of Officials/Assessors.
- 9.4 **Senior Competitors**
Defined as 17 years of age and over or as assessed to Rule 9.1
- 9.5 All senior karts except modified to run on times only as per the clubs timing system based on an average time. All Drivers that race will be subject to grading according to Kart and Driver performance as deemed appropriate by I.C.D.K.C. Race Committee. The faster the combination, the higher the Group you will be required to participate in. All members will be reviewed on an as needs basis by the I.C.D.K.C. Race Committee and will be required to move groups as deemed necessary or will be monitored until the next scheduled review. **NO GROUP MOVEMENTS WILL BE MADE AFTER ROUND 8 OF THE SEASON UNLESS YOUR TIMES INDICATE OTHERWISE.**

9.6 JUNIOR AND SENIOR:

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

- Driver Ability/Performance/Race craft
- Kart speed/Handling and Performance
- Averages based on benchmark times
- Group sizes

9.7 The Junior groups are known as:

- Rookies, Cadets (2 Stroke)
- Junior 1-3 (4 Stroke) Sub Juniors & Junior 100cc 2 Stroke

9.8 Senior groups are known as:

- Groups 1 to 5 (4 Stroke) & 100cc & 125cc 2 Stroke
- Modified 4 & 2 Stroke

9.9 Modified: to be eligible to compete in this group, a competitor must meet ALL of the following criteria:

- (i) Be a Senior competitor; and,
- (ii) Completed a minimum of one full race year in Group 2 or above ;and,
- (iii) Assessed by the Race Committee and be signed off.

10. SUMMARY OF GROUP RACING ENGINES

10.1 Four stroke single cylinder OHV or OHC industrial based engines with an original capacity of up to and including 220.cc for engines up to group 5. Engines that have been manufactured larger than 220.cc and then downsized are NOT allowed to be used.

10.2 Modified class for twin engine karts with a maximum capacity of 225cc per engine or a single cylinder industrial based engine with an engine capacity up to and including 450CC. SIDE VALVE ENGINES are allowed to maximum of 300 cc. A Non Industrial Swiss Auto engine with a maximum 250cc capacity 4 Stroke single drive with a clutch can be run in MODIFIED ONLY.

Authorised Engine List

Standard Bore/Stroke

- | | |
|------------------------|--|
| 1. Briggs and Stratton | 6hp Vanguard (68x50)
7.5 Vanguard (72x53)
Intek (68x52)

World formula (68x56)
Animal (68x56) |
| 2. Honda & copy | GX160 (68x45)
GX 200 (68x54)
Clones (68/70x54/55) & Tillotson Blocks |
| 3. Yamaha | MZ175 (66x50)

MZ200 (70x50)
Burriss yf200 (71x50) |
| 4. Subaru | EX17 (67x45)
EX21 (67x60)
KX21 (67x60) |
| 5. Kohler | Pro 6 (66x50) |

	Xke6 (67x51) Pro 7 (70x54)			
6. Kawasaki	Fe 170 (66x50)			
7. Torini	TC210(70x55) CLUB MAX			
8. Torini	212CCSUPERMAX	SENIOR	GROUP	2-5

These are the engines authorised to race. If your engine is not on this list authorisation in writing is required.

Contact THE CLUB before purchasing engines for authorisation to ensure conformance.

10.2 Engine Modifications

Modifications permitted are listed in the following tables for each group:

Table 1 - Rookies (Novice) & Junior 1

Table 2 - Junior 2 & 3

Table 3 - Groups 1 to 5

Table 4 - Modified

10.3 Engine Restrictions

The Executive Committee may use control measures to restrict the performance of any Group to maintain safe and fair racing. These control measures may include one or more of the following, but not limited to:

- Inlet air flow restriction
- RPM limiting
- Throttle limitation
- Gear ratio
- Tyre sizes and compound

11 Table 1. Engine Rules for Rookies (Novice) & Junior 1

Engine Types	Refer to summary of engines section 10.
No of Engines	One.
Fuel Types	Commercially available pump fuels e.g. E10, E85, 95, 98, Unleaded NO OCTANE BOOSTERS OR ADDITIVES ARE PERMITTED. Lead based fuels are not permitted.
Head	Free
Exhaust	Must be securely mounted Sound level must not exceed 95 decibels
Carburettor	Single carburettor as supplied from the engine manufacturer of that motor. The Carburettor Venturi must not exceed across sectional area equivalent to a circle with a diameter of 22.00mm and the butterfly must not exceed diameter of 25.4mm (1 inch)
Crankshaft	Free
Connection Rod	Free
Ignition	ICDKC RPM control unit must be fitted. RPM settings will be based on safety and ensuring driver development by controlling the minimum lap time of each individual kart. RPM settings will be reviewed and changed regularly as decided by the clerk of course.
Camshaft	Free
Governor	May be removed
Valves	Free
Air Filter	Free Must be securely mounted
Piston	Free (standard bore)
Bore & Stroke	Standard as listed in section 10.
Starter	Recoil or electric starters are optional Any on board battery must be dry/gel cell sealed and securely mounted on kart
Flywheel	Billet alloy flywheels are recommended. Cast flywheels allowed with the following conditions: <ol style="list-style-type: none"> 1. No machining or lightening 2. Extra guarding of the flywheel cowl required as per race committee decisions
Gear ratio	66/12 ROOKIES CAN BE AMMENDED BY EXECUTIVE COMMITTEE/RACE COMMITTEE 64/12 JUNIOR ONE CAN BE AMMENDED BY EXECUTIVE COMMITTEE/RACE COMMITTEE

12 **Table 2** **Engine Rules for Junior 2 & 3.**

Engine Types	Refer to summary of engines section 10.
No of Engines	One.
Fuel Types	Commercially available pump fuels e.g. E10, E85, 95, 98, Unleaded. OCTANE BOOSTERS and ADDITIVES ARE PERMITTED. Leaded fuels are NOT permitted.
Head	Free
Exhaust	Must be securely mounted Sound level must not exceed 95 decibels
Junior 2 Carburettor	Single carburettor as supplied from the engine manufacturer of that motor The Carburettor Venturi must not exceed across sectional area equivalent to a circle with a diameter of 22.00mm and the butterfly must not exceed diameter of 25.4mm (1 inch)
Junior 3 Carburettor	Single carburettor May use diaphragm type carburettors. Venturi must not exceed across sectional area equivalent to a circle with a diameter of 22.00mm
Crankshaft	Free
Connection Rod	Free
Ignition	Free
Camshaft	Free
Governor	May be removed
Valves	Free
Air Filter	Free Must be securely mounted
Piston	Free
Bore & Stroke	Free (Not exceeding 220cc)
Starter	Free Any on board battery must be dry/gel cell sealed and securely mounted on kart
Flywheel	Billet alloy flywheels are required. No cast flywheels permitted

SENIOR GROUP 1, BEGINNERS & BUDGET RACING

Engine Types	<ul style="list-style-type: none"> Refer to summary of engines and authorised engine list
No. of Engines	<ul style="list-style-type: none"> One engine allowed only
Fuel Types	<p>Fuels that can be used are:</p> <ul style="list-style-type: none"> All pump fuels e.g. E10, E85, 95, 98, Unleaded NO AVGAS Fuel Additives are NOT allowed e.g. Octane Boosters
Fuel	<ul style="list-style-type: none"> Diaphragm or electric fuel pumps are allowed Any on board battery must be dry/gel cell sealed and securely mounted on kart
Head	<ul style="list-style-type: none"> No limitations Porting allowed
Exhaust	<ul style="list-style-type: none"> May be replaced Sound level must not exceed 95 decibels Must be securely mounted
Carburettor	<ul style="list-style-type: none"> OEM (Original Equipment Manufacturer) carby that is supplied with the basic engine must be used Carby Venturi must not be 22.00mm across the venturi Carby Butterfly must not exceed diameter of 25.4mm (1 inch) No restrictions to jet size, Main jet may be moved, Adjustable main jet can be used, however must not able to be adjusted whilst kart is in motion Standard OEM emulsion tubes must be used
Crankshaft	<ul style="list-style-type: none"> Disc oil pump may be fitted Balancing is allowed
Connection Rod	<ul style="list-style-type: none"> No restrictions Billet item may be used
Ignition	<ul style="list-style-type: none"> Standard OEM must be used
Camshaft	<ul style="list-style-type: none"> No restrictions
Governor	<ul style="list-style-type: none"> May be removed
Valves	<ul style="list-style-type: none"> No restrictions
Air Filter	<ul style="list-style-type: none"> May be replaced Must be securely mounted
Piston	<ul style="list-style-type: none"> No restrictions Billet item may be used
Stroke	<ul style="list-style-type: none"> Must remain standard
Capacity	<ul style="list-style-type: none"> Must not exceed capacity of 220.00cc
Starter	<ul style="list-style-type: none"> Recoil or electric starters are optional Any on board battery must be dry/gel cell sealed and securely mounted on kart
Flywheel	<ul style="list-style-type: none"> Billet alloy flywheels recommended on all engines Cast iron flywheels not permitted
Forced Induction	<ul style="list-style-type: none"> Not allowed
Turbo charging	<ul style="list-style-type: none"> Not allowed
Supercharging	<ul style="list-style-type: none"> Not allowed
Fuel Injection	<ul style="list-style-type: none"> Not allowed

*Note, drivers and karts over performing in this group will be moved up to the next level of racing dependent on their times.

TABLE 4 SENIORS GROUP 2/5

Engine Types	Refer to summary of engines section 10.	
No of Engines	One.	
Fuel Types	Commercially available pump fuels e.g. E10, E85, 95, 98, Unleaded. OCTANE BOOSTERS and ADDITIVES ARE PERMITTED. Race fuels are permitted Leaded fuels are NOT permitted.	
Head	Free	
Exhaust	Must be securely mounted Sound level must not exceed 95 decibels	
Carburettor	Any Carburettor Venturi must not exceed across sectional area equivalent to a circle with a diameter of 22.00mm, Carbie Butterfly must not exceed diameter of 25.4mm (1 inch)	
Crankshaft	Free	
Connection Rod	Free	
Ignition	Free	
Camshaft	Free	
Governor	May be removed	
Valves	Free	
Air Filter	Free Must be securely mounted	
Piston	Free	
Bore & Stroke	Free (Not exceeding 220cc)	
Starter	Free Any on board battery must be dry/gel cell sealed and securely mounted on kart	
Flywheel	Billet alloy flywheels are required. No cast flywheels permitted	

14 **Table 4** **Engine Rules for Modified**

Engine Types	Refer to summary of engines and authorised engine list
No. of Engines	Twin engines may be used Can only be modified to group 5 specification
Fuel Types	Commercially available pump fuels e.g. E10, E85, 95, 98, Unleaded. OCTANE BOOSTERS and ADDITIVES ARE PERMITTED. Race fuels are permitted Leaded fuels are NOT permitted. Methanol may be used on single engine karts only. NOTE: if using Methanol MUST display a blue triangle sticker 50mm x 50mm on both the Nassau Panel and rear number plate
Fuel	Diaphragm or electric fuel pumps are allowed Any on board battery must be dry/gel cell sealed and securely mounted on kart
Head	No limitations Porting allowed
Exhaust	May be replaced Sound level must not exceed 98 decibels Must be securely mounted
Carburettor	No restrictions on type No restrictions on modifications No restrictions to jet size or emulsion tubes
Crankshaft	Disc oil pump may be fitted Balancing is allowed
Connection Rod	No restrictions Billet item may be used
Ignition	No restrictions
Camshaft	No restrictions
Governor	May be removed
Valves	No restrictions
Air Filter	May be replaced Must be securely mounted
Piston	No restrictions Billet item may be used
Stroke	No restrictions
Capacity	Must not exceed capacity of 225.00cc per engine on Twin engine Karts or a capacity of 450cc for a single industrial engine. 250CC Non Industrial Swiss AuEngine single drive 4 Stroke with a clutch.
Starter	Recoil or electric starters are optional Any on board battery must be dry/gel cell sealed and securely mounted on kart
Flywheel	Billet alloy flywheels are required for all modified engines
Forced Induction	Single engine up to 225cc only
Turbo charging	Single engine up to 225cc only
Supercharging	Single engine up to 225cc only
Fuel Injection	Single engine up to 225cc only

2 STROKE CLASSES AND ENGINES

Cadets

- Ages 5yrs to Drivers competency to move up to Juniors. (first timers)
- Engine eligible are Comer W60/S60, K60.
- 98 octane pumped fuel only to be used.

Sub Juniors

- Ages 5yrs to 9yrs.
- Engines eligible are Comer S80/SW80, Mini ROK, KT100J with an exhaust restrictor plate for parity.
- This season the new Mini ROK engine will be monitored for parity by the ICDKC.
- 98 octane pumped fuel only to be used.

Junior 100CC (+10%) 110cc MAX)

- The follow engines and age regulation are as follows.
- 9 to 16 years of age can use a KT100J 100cc (+ 10%) in Standard form.
- 13 to 16 years of age can use a KT100S or an ARC 100cc (+10%).
- 98 octane pumped fuel only to be used.
- Carburettor to be used is a Walbro WB series only.
- Ignition must be standard OEM.
- Exhaust is open.
- Kt100J and KT100S/ARC will run under separate point score for the season.
- The ICDKC may divide this class for the betterment of all ICDKC members for the reason of parity.

(If a Junior wishes to move up to seniors prior to the age of 16. The Drivers parents must request in writing to the ICDKC race committee for driver competence. If approved by the ICDKC, Parents and the clerk of the course and only then, they may race in seniors class).

Senior 100CC (+ 10% 110CC MAX)

- Age 16 and Over.
- Only engines eligible are KT100S, ARC Air or Watercooled
- Motors are Open, to remain visually stock appearing from the carby to the back of the motor, imternal mods are ok
- This season the new KA100 engine will be monitored for parity and be eligible for their own point score system. Engine to be reviewed by the ICDKC race committee during the season. There must be a minimum of 6 Karts for the KA100cc to become their own group.
- WALBRO WB Series ONLY
- 98 octane pumped fuel only to be used.

Senior TAG 125cc

- Age 16 and Over. 135cc MAX
- Any 125cc single cylinder 2 Stroke engine may be used to the maximum capacity of 125cc + 8% 135cc MAX
- OEM Standard carburation, ignition and exhaust must be used for that make and model of engine.
- 98 octane pumped fuel only to be used.

- This class will be divided into two grade by race times for parity. If the grid capacity is not meet, the class will race together on the day, but points will be split .
- The ICDKC may divide this class for the betterment of all ICDKC members for the reason of parity.

MODIFIED

- Age 16 and Over.
- To be eligible to compete in the Modified class, the competitor must have done a minimum of 8 race events, in a season prior to approval from the ICDKC race committee.
- Open Performance to be a total combined capacity of 250cc with the maximum of 2 cylinders.
- Twin 100cc, Twin 125cc, Rotax 125cc DD2 (2 Speed), Shifter Kart 125cc (6 Speed), 175cc Single cylinder 6 speed IAME X30 Suer Shifter or a Single cylinder with maximum of 250cc, all engines are eligible for + 8% engine wear maximum.

15. DRIVERS

- 15.1** 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 Club Secretary and provide details of the duration of time you are on Workers Compensation.
- 15.2** 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 before racing.
- 15.3** If a Driver is required to wear glasses while racing, the Driver must ensure his/her glasses are covered with a shatterproof visor or goggles.
- 15.4** All Drivers and crews shall obey the instructions of the I.C.D.K.C. Executive Committee, Clerk of the Course, Officials and Scrutineers.
- 15.5** All Drivers shall report to nominated Official if and when directed to do so.

16. PROTECTIVE CLOTHING (whilst operating a kart under power)

- 16.1** ALL Rookie, Junior and Senior Drivers MUST WEAR A RACE SUIT AT ALL RACE EVENTS. All Drivers must wear a helmet, which meets or exceeds the following standards Australian standards AS 1698 OR AS/NZS1698 OR United Nations Economic Commission for Europe standard UN ECE 22.05 OR 22.06 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. No dark tinted visors to be worn while track lights are illuminated.

- 16.2** Motocross helmets are permitted only with Approved Goggles or Safety Glasses.
- 16.3** 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.
- 16.4** Fully enclosed footwear must be worn at all times.
- 16.5** **AT TEST N TUNES ONLY** Long pants or jeans, long sleeve jacket/shirt, race suits or cotton overalls are allowed (NO BUTTON OR PRESS STUDED OVERALLS ALLOWED). Disposable overalls, motor bike pants/shirts or tracksuits and "Hoodies" or loose clothing are not acceptable. (NO NYLON OR HIGHLY FLAMMABLE MATERIAL ALLOWED)
- 16.6** It is Mandatory for All Drivers with long hair to have their hair securely concealed with a balaclava or hair net inside the helmet so it is secured from extremities.
- 16.7** Neck braces and gloves are mandatory for all Drivers. Rib protectors are optional but are highly recommended for all Drivers. **JUNIOR 3 DRIVERS'S MUST WEAR A RIB PROTECTOR.**
- 16.8** 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.
- 16.9** All protective clothing must be secured from extremities.

17 SCRUTINEERING

- 17.1** Before a Driver is permitted to race a kart on Race Day, the kart must be scrutineered and signed off by an authorised Scrutineer. It is the Driver's responsibility to present their kart and safety equipment to the scrutineer in a clean, race ready condition and engine cold at scrutineering.
- 17.2** On a Test & Tune a safety check list must be completed by kart owner/driver and submitted with entry form.
- 17.3** The Officials on the day may ask to have a kart scrutineered at any time.
- 17.4** All karts and helmets involved in any accident must be inspected and deemed to be suitable before racing again.
- 17.5** All karts to be scrutineered in racing condition with any adaptations to suit Junior Drivers.
- 17.6** The Chief Scrutineer in conjunction with an I.C.D.K.C. Executive Committee members will have the final say with any decisions relating to the scrutineering of karts.
- 17.7** 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.

17.8 If documented faults have not been rectified by the following meeting, the kart will not be permitted to race. Scrutineers and I.C.D.K.C. Chief Scrutineer has the right to refuse any kart they deem as unsafe.

18 MEMBERS TECHNICAL PROTEST PROCEDURE

18.1 Chief Scrutineer and Clerk of the Course 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 if the engine is legal.

18.2 Any member wishing to lodge a technical protest against another member of the Club must fill in an application form and pay the required fee of \$100. The Clerk of the Course on the day will then approach the member accused of a breach of the Rules and inform the member of the protest lodgement. The inspection will be performed by the Chief Scrutineer or in their absence a nominated inspector. To lodge a protest you must be an I.C.D.K.C. member and entrant..

18.3 The technical nature of the protest will dictate whether an immediate inspection is carried out or in the case of an engine specification protest the engine will be marked or sealed to prevent tampering. In most cases an inspection of an engine will be conducted at the end of the Race Day, however approval may be given in writing by the chief scrutineer to have the engine inspected at a later time, date and location.

18.4 Failure to co-operate fully with the Chief 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.

18.5 The findings will be confidential and the protest applicant will only be told whether his protest resulted in a conformance or non-conformance. The Technical Scrutineer's decision is final and is fully supported by the Race Committee. NO APPEALS WILL BE ACCEPTED.

18.6 If the technical protest inspection finds the kart/engine to be within specification the \$100 protest fee will be distributed in the following manner, with \$75 to be given to the karts owner for the inconvenience of the inspection and \$25 will be donated to the Club.

18.7 If the technical protest inspection finds the kart/engine to be non-conforming then the applicant will be reimbursed \$75 and the Club will receive \$25.

18.8 The penalty issued for non-conformance will be decided by the Clerk of the Course, Chief Scrutineer and the President of the Club in consultation with the Race Committee. The member will be informed of the penalty prior to the commencement of next race meeting.

18.9 Protest Application forms are available on request from the Secretary and completed inspection reports will be kept on file and remain confidential.

19. KART FORMULA

19.1 Chassis: All go-kart frames are to be in a sound condition.

Dimensions:

- The maximum overall length of the vehicle shall be 1820mm without nose cone fitted.
- Track: Maximum width for a kart shall not exceed 1400mm.
- Height: Maximum height for a kart shall not exceed 710mm from the ground.

19.2 Wheels and Tyres:

- Only slick tyres are permitted.

- Four wheels only on the ground.
 - Rim diameter of 5 inches with the width optional.
 - Only Pneumatic tyres are permitted with a maximum tyre diameter of 28cm.
 - No chemical tyre traction treatments are permitted.
- 19.3** Axle and driveline
- Rear wheels to be driven by a one-piece axle shaft only.
 - Axle must not protrude beyond the wheel rim.
 - All systems of varying the drive ratio motion by torque manipulation are forbidden.
 - Front wheel driver systems are forbidden.
 - Drive system to be Centrifugal Clutch or Axel Clutch Drive (4 Strokes Only)
- 19.4** Bodywork:
- All nerfing 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.
- 19.5** Rear Safety Bar:
- must have the upper rail that is standard fitment
 - lower bar to be fitted in a suitable location below the centreline of the axle.
 - Must be made from a shatterproof/non-metallic material.
- 19.6** Side pods:
- Side pods must be a separate item to the under tray.
 - No expanda foam or any filling agents to be fitted to side pods.
 - 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 the outer surface area of the side pods and any open ends must be rounded.
 - A side pod must fill a minimum of 70% of the distance between the tyres, measured at the centre-line of the tyres.
- 19.7** Nose cones:
- Must be fitted to all karts.
 - Nose cones must be made from plastic.
 - No expanda foam or any filling agents to be fitted to nose cones.
- 19.8** Under-Tray:
- Shall be of non-perforated sheet of steel, aluminium or carbon fibre.
 - Shall have no void large enough to permit any part of the Driver's body to pass through.
 - 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.
 - The floor-tray may not be drilled for lightness and all mounting bolts must protrude upwards.
- 19.9** Brakes:
- Only disk brakes are permitted
 - Brakes must be foot operated through the two rear wheels..
 - Brakes must be able to lock. The rear wheels should not turn when the brakes are applied by hand.
 - Additional Front brakes are permitted in modified class only.
 - 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 cable damage.

- All brake systems and pedal mounting bolts must be of high tensile material.
- Drilling of brake components (excluding brake discs) for lightening is not permitted.

19.10 Steering

- No open steering wheels are permitted.
- The steering wheel boss is to be manufactured of metal. (No plastic).
- The steering shaft shall have a collar device, to be securely fitted within 5mm of the lower edge of the upper steering shaft bush.
- 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.
- The drilling of any steering components for lightness is not permitted.

19.11 Ignition switch:

- Each engine is to have a good quality toggle switch located on the steering wheel in easy access to the thumb or fingers.
- Clearly marked with nominated on/off position.
- Lever action only
- No press on-pull off buttons permitted

19.12 Throttle

- * Throttle must be fitted with two return springs, (one at the pedal and one at the carburettor) both able to shut the throttle off if one should fail.
- * Throttle cable must be free from damage and excess wear.

19.13 Chain Guards:

- All karts must be fitted with a chain guard that protects the Driver in the event of a chain failure.
- The chain guard must be made of suitable material and be securely mounted
- The guard must be a minimum 50 mm wide with the centreline of the guard fitted as close to the centreline of the chain as possible.

19.14 Fuel Tank and Fittings

- 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.
- All fuel lines must be clamped, cable tied or wired on. A fuel tap **MUST** be fitted between the fuel tank and carburettor.

19.15 Suspension

- Any suspension device is prohibited.

19.16 Number Plates and Numbers

- Front, rear and side numbers are required.
- Numbers can be any colour but **MUST STAND OUT AND BE CLEARLY VISABLE**, with a minimum area of each plate is 20cm .
- The minimum number height is 10cm.
- Numbers must be easily read and not blocked by any area of the kart.
- Club Championship plates are Exempt from this rule.
- 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.
- All new Drivers must display 'L' or 'P' plates on their kart for the first three Race Meets or until deemed unnecessary by Race Officials.

19.17 Seats

- * All seats are to be in sound condition.
- * Seats must securely fit the driver as to not allow excess movement.
- * Seats must be securely mounted to the kart.

19.18 Fasteners

- * All fasteners under the kart must be bolted upright.
- * No bolt is to protrude in a dangerous manner.
- * Nyloc nuts are recommended.

19.19 Exhaust

- * Exhaust modifications are permitted.
- * Exhaust noise must not exceed 95 decibel.
- * ALL karts MUST have a muffler/flame arrestor except for twin karts where they must have 2 muffler/flame arrestors.
- * Exhaust and mufflers must be securely fixed and not be a hazard.
- * Exhaust wrap is highly recommended to reduce potential burn injuries.
- * The muffler must not protrude outside the rear wheel track or rear bumper bar. and must face downwards or bend down to the side of the kart.

20. Exhaust Noise Testing











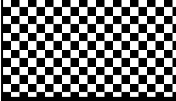






The Club has its own measurement device to measure noise levels. All measurements will be taken at a distance of 10.5mts at the side of the track at a point behind the exhaust side of the kart, on a platform 1.5mts off the ground. The measurement will allow for variation of +2 or -2 depending on the wind at the 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.

21. AMENDMENTS




I.C.D.K.C. Executive Committee may refine the General Regulations and Engine Specifications as deemed necessary. I.C.D.K.C. Executive Committee will determine the appropriate time frame for the implementation and compliance of all new Rules. 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.

22. FLAGS AND/OR LIGHTS

Following is a table of flags/lights and their meanings:

	Go – Race Start	
	Caution – no overtaking. Hold position, slow to safe speed and do not pass any karts until clear of the obstruction and yellow flag is removed.	 Flashing Yellow
	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!	Flashing 
	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.	Active Light Conditions
	Continue racing under protest. You must report to Race Official at the end of your current race.	Active Light Conditions
	Last Lap – One lap remaining until race finish.	 White Flash
	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.	Active Light Conditions
	Remove yourself from the track IMMEDIATELY!!! Kart to be taken off track – out of race. Report to Race Official.	Active Light Conditions
	Race restart - Waving Flag and air horn sounded. Proceed to start line in an orderly fashion and resume your position on the start grid.	
	Indicates that a vehicle has mechanical problems or loose bodywork that does not present a risk to other competitors. Continue racing under your own discretion.	Active Light Conditions
No flag	Track inactive – No karts on track	
No flag	Formation Lap / Dry out lap	

In addition to this, the starting routine for race days is as follows:

 1. Flashing Yellow Formation/	 2. Solid Yellow When the starter is happy with the grid formation the lights will go solid	 3. Solid Green After the time delay, the lights will turn green to
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NB. In the event of a lighting failure, the green flag will be used to start the race.

23. POINTS SYSTEM

- 23.1 The overall result for the Group raced will be determined by the aggregate points from all rounds plus the feature race.

Drivers will be allocated Race Day points from 1st position down as follows:

1st	=	18 points	5th	=	8 points	9th	=	2 points
2nd	=	15 points	6th	=	6 points	10th onwards	=	1 point
3rd	=	12 points	7TH	=	4 points			
4th	=	10 points	8th	=	3 points			

- 23.2 If a competitor chooses to change groups or participate in another group after and including Round 8 of the Season they will not be allocated points for the remainder of the season.

- 23.3 If a competitor changes groups prior to the start of Round 7 or if a decision is made at the assessment and direction of the I.C.D.K.C Race and Executive Committee, a competitor will be moved to a different group. They will take the average of the top three competitors of the new group moving into divided by the number of racing rounds/meets that have been held in the season multiplied by the number of rounds/meets they have participated in. However, if this increases their points position above from where they came, they will take equal points of their previous position so as to not improve their points position due to group movement e.g. take the average of the top three competitors of group moving into e.g. 48 36 32 28 26 ÷ 3 = 38.6.

Divide by the number of race meets held so far for the season $38.6 \div 6 = 6.43$ multiply by the number of race meets moving competitor has raced in 6.43×4 say if attended four of the 6 = 25.7 e.g. If came from 5th position in previous group, cannot improve on the 5th position so takes equal 5th on 26 points 6.43×6 if attended all 6 = 38.5 e.g. If came from 2nd position in previous group, goes in with 36 points as equal 2nd can't take 38.6 points as it exceeds 2nd place getter.

- 23.4 If there are not as many racers in the new group moving into as from group came will take equal last position if last position is still seen to be competing, otherwise will take equal last of most recent last competitor or as seen to be fair and equitable.
- 23.5 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. Executive 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.
- 23.6 **The Senior and Junior Championship trophy FOR BOTH 4 STROKES & 2 STROKES –** Recipients will be decided upon by the I.C.D.K.C Executive Committee & Race Committee. If it is not given to the highest points achiever of the season for Junior and/or Senior, the highest points achiever shall receive the equivalent personal trophy of the other perpetual recipients with the highest points score noted on it.
- 23.7 **The Annual Lew Jaggar Perpetual Trophy** recipient will be decided upon by the Dayle Formosa in consultation with Adrian Jaggar. 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 Groups 1-3 are eligible for the trophy.

- 23.8 The Annual Layton Dixon Perpetual Trophy** recipient will be decided upon 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.
- 23.9 The Annual Troy Garlepp Perpetual Trophy** recipient will be decided upon by the I.C.D.K.C. Executive Committee in consultation with Des & Patrice Crocker. This trophy is awarded to a competitor in our Junior category who ideally has not achieved a winning or placing trophy but has raced the majority of the season and shown improvement and good sportsmanship.
- 23.9.3 The Annual Bob Gartside Perpetual Trophy** recipient will be decided upon by Nathan & Tegan Gartside. This trophy is awarded to ANY Member who has shown others support, great sportsmanship, and is always there to help the club and its members in anyway.
- 23.10 The Most Outstanding Junior & Senior Trophy** recipients to be decided upon by the Executive committee. This Trophy is awarded to the Member who has shown True Sportsmanship all year round and has always helped at any event held.
- 23.11 Life Membership Inductees**
Must be nominated 2 weeks Prior to the Rule change meeting. Recipients must have continuously been a member of the I.C.D.K.C for no less than 7 years. It is also based on what the member has contributed to the club. Life Membership is awarded to the individual. Family members up to the age of 18 will be covered with the difference of the family membership being paid

24. SCRUTINEER(S) SAFETY

- 24.1** Scrutineer(s) shall be responsible for checking the compliance of karts to these General Regulations and Engine Specifications. Each kart must be examined by the Scrutineer(s) and if satisfactory, marked so as to indicate compliance. Random scrutineering may be conducted by a member of the Race Committee or Executive Committee (without notice) at Test n Tunes. This is to ensure that karts and the self-scrutineering is being conducted and karts are safe.
- 24.2** Examine karts before racing commences. Engines to be tested for capacity by the club at random times throughout the year. If a motor is found to be oversized then points from the last race meet will be withdrawn. The method of testing to be discussed with the Race Committee and Executive Committee.
- 24.3** Report any irregularities to the Owner/Driver and notate these in the individual Driver's Log Book.
- 24.4** Request the rectification of any unsafe irregularities before using the kart. No items are to be placed behind the driver whilst they are in the kart. i.e Pillows behind the drivers back to reach the pedals. No loose items in suit pockets or on the kart is permitted.
- 24.5** Be available during the course of the meeting to examine karts involved in accidents or incidents as directed by the Officials.
- 24.6** Scrutineering may only be completed by I.C.D.K. Club members or suitably experienced personnel under the direction of the Chief Scrutineer or nominated Official. Scrutineering records will be maintained in the individual Driver's Log Book.
- 24.7** Rookie and Junior drivers to be at Scrutineering with parent or guardian. Seated in their kart to check for safe fitment of seat and operation of brake pedal. This is to be for ALL Race Meets. Rookies and Juniors are to be assessed for safe fitment before entering the track at test n tunes.

25 TIMING SYSTEM

- 25.1** Collate and record the finishing order for karts in all races.
- 25.2** Collate and record points scored in all groups.
- 25.3** Implementing the number of laps required for each race and changing the number board after each lap to reflect the remaining laps on either electronic or manual numbering system.
- 25.4** Grid positions for racing:
- | | |
|--------|--|
| Heat 1 | random computer generated draw |
| Heat 2 | reverse grid of previous Heat starting positions |
| Heat 3 | random computer generated draw |
| Heat 4 | reverse grid of previous Heat starting positions |
| Final | grid finalised by highest to lowest points |
- 25.5** If you have a DNF during any race you must start at the rear of the field on the grid for the next race But in front of new rear of field drivers.
- 25.6 Transponders**
- 25.7** All competitors must have a timing transponder that is fully operational and compatible to I.C.D.K.C. timing system attached to their kart to compete in races.
- 25.8** For the purposes of positioning, the transponder will be determined by the centre of the end plane of the transponder pick up coil. The positioning and fixing of transponders shall be as follows:
- Left hand-side of kart
 - Mounted on the rail that extends from the steering king pin to the top edge of the nose pod
 - The transponder shall be mounted no closer than 150mm and no further than 250mm from the most forward protruding point of the nose pod.
 - The transponder shall be mounted with the pickup coil in the vertical position.
 - Clear to ground and free of obstruction
 - The transponder shall be cable tied and or taped in a manner which stops any movement in any direction from the approved position.
- Any deviation from the above points shall be authorised by the time keeper
- 25.9** In the event of a timing system failure, grid positions for heats 1 and 5 will be drawn from a selection box and heats 2-4 will be reverse grid of previous heat finishing positions. Unless there are learner drivers which need to start Rear of the Field.
- 25.10** In the event of a timing failure points will be allocated for the finishing positions as per section **23.1**
- 25.11** If a kart does not register in the timing system due to the transponder not being the correct one or not being mounted at all or correctly, lap numbers and or times may not be counted for that race

(DNF). The decision to count these missed laps/crossings will be made by the consultation between the time keeper and the track marshal for the race meeting,

26 STARTER

26.1 The Starter shall:

- Notify Drivers to form up in grid positions, check spacing between karts, signal to Drivers that their visor must be down.
- Start, finish and control the race using the necessary flags and/or lights..
- In the event of a false start, they have the authority to send offending Drivers to the rear of the field.
- The Starters decision in relation to grid positions and restarts is final.
- The Starter must notify the Clerk of the Course of any un-sportsmanship like behaviour.

27 CLERK OF THE COURSE

27.1 A Clerk of the Course shall be elected by the appointed Officials prior to practice or racing and shall act as a Chairperson.

27.2 I.C.D.K.C. Executive Committee may supply at least two Officials for each Event.

27.3 The Clerk of the Course at I.C.D.K.C. race meetings or practice days shall:

- Enforce the General Regulations and Engine Specifications as laid down by I.C.D.K.C.
- Adjudicate over any disputation to arise during a race committee meeting.
- Decide and impose penalties for any breach of the General Regulations and Engine Specifications.
- Notify the Driver of any penalty imposed
- Prohibit from competing any Driver or kart which is considered to be dangerous as reported by Officials.
- 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.
- In consultation with the Head of Track Committee may postpone or alter the conditions of a competition for reasons of safety or 'Force Majeure'.
- Appoint temporary substitutes to replace Officials unable to perform their duties.
- Authorise alteration of the official program in conjunction with Head of Track Committee, Race Committee.

The I.C.D.K.C. Executive 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.

28. TRACK OFFICIAL

28.1 Be responsible to the Clerk of the Course for the conduct of the meeting and its administration in accordance with the official program and these Regulations.

28.2 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, prior to the commencement of racing or practice.

28.3 Track Officials at I.C.D.K.C race meetings shall or practice days shall:

- Be satisfied that all Officials have sufficient information and equipment to carry out their duties.
- Send karts to the start line in the correct order and if necessary, starts the race.
- Restrict access to the competition and pit areas to authorised persons only.
- Receive any protest(s) forms from competitors and convey the forms to the Clerk of the Course as soon as practical.
- Enforce the General Regulations and Engine Specifications as laid down by I.C.D.K.C.
- Be involved if required in the adjudication of any disputes arising during a race meeting.
- Decide and impose penalties for any breach of the General Regulations & Engine Specifications in conjunction with the Clerk of the Course and I.C.D.K.C. Executive Committee.
- Prohibit from competing any Driver or kart which is considered to be dangerous.
- Carry out instructions from the Clerk of the Course.

29 **FLAG MARSHALLS**

29.1 Flag Marshals are a vital part of kart racing operations. They are stationed at strategic Flag Posts around the track and their responsibilities include:

29.2 Immediately reporting or signalling to the Starter, Clerk of the Course, Track Official and other flag marshalls incidents or accidents occurring within the area controlled by the post concerned.

29.3 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.

29.4 To protect Drivers from any danger or difficulty which they may be unable to foresee.

29.5 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.

29.6 To clear and clean the track after any accident, oil-spill or spreading of stones or other material or operate firefighting equipment where required.

29.7 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:-

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

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.

29.8 Members of the Club have a responsibility to carry out the role of flag marshalls and to educate day/new and 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 as deemed necessary.

29.9 **Flag Marshalling for Racing;**

Rookies, Juniors & Modified – 2 flag marshalls per flag point (1 Must be a Senior)

Seniors: 1 Senior flag marshal per flag point up to 10 karts on the track, anything over 10 karts must have 2 Seniors or 1 Senior and 1 Junior per flag point. **All Drivers who compete in Racing who are 15 years of age are permitted to Flag Marshall on their own.**

Test n Tune: Over 10 karts, 1 flag marshal is required top and bottom of the track.

30 BEHAVIOUR

- 30.1** 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. At NO TIME will a Senior Participant/Pit Crew or Spectator verbally abuse, or physically abuse or intimidate a Junior Participant of the Club. Harsh penalties will be enforced. This includes all manners of Social Media and Text Messaging during or after the event which involves the club or incident.
- 30.2** 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 Executive Committee.

31 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. Executive 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 membership

Note: - All penalties from 2 to 9 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. Executive Committee/Clerk of the Course to be dealt with. The I.C.D.K.C. Executive 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 Drivers 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 nor 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 in your allocated grid position
- 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 General Regulations and Engine Specifications
- 26) Displaying a negative attitude towards the Club, its I.C.D.K.C. Executive Committee and other members, day-members or visitors of the Club
- 27) Not following instructions given by Race Club Officials/I.C.D.K.C. Executive Committee members
- 28) Any other behaviour deemed unacceptable by the I.C.D.K.C. Executive 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. Executive 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. Track Committee reserve the right to vary these Regulations at any time, the issues of safety being paramount.

1. Club Track Inspectors: The Track Committee is responsible for track safety.
2. Track Maintenance: It is the responsibility of the Head of Track Committee 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 Head of the Track Committee and Track Support Team.
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 to 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 emergencies.
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. To be implemented as per Risk Assessment.

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. will have a Risk Management Program in place and current. The Risk Management Program shall be available at all times.

APPENDIX “C” - I.C.D.K.C. LIST OF FEES

The following information outlines the applicable membership, Race Day and Test & Tunes fees for scheduled Events on the I.C.D.K.C. track:

Annual Membership

The Annual Membership period is between 1st January and 31st December in the same year. Annual membership fees are as follows:

1. Family membership - \$120
2. Single membership - \$100

Please Note: The Family Membership incorporates immediate family only e.g. husband and wife or defacto relationship with children who are aged up to 17 and years of age. When a driver turns 18 they are required to join the Club as a single member,

Race Day and Test & Tune Fees

MEMBERSHIP TYPE	RACE DAY FEES FOR MEMBERS	TEST & TUNE FEES FOR MEMBERS	TEST & TUNE FEES FOR NON MEMBERS
SINGLES/ IMMEDIATE FAMILY (WITH CHILDREN UNDER THE AGE OF 17)	<ul style="list-style-type: none"> • 1st Entry - \$45 • 2nd Entry - \$40 • 3rd Entry - \$35 	<ul style="list-style-type: none"> • 1st Entry \$35 • 2nd Entry \$30 • 3rd Entry \$25 	<ul style="list-style-type: none"> • 1st Entry \$65 • 2nd Entry \$60 • 3rd Entry \$55
	OR Blanket Race Day Member Family Fee of \$ 145 (Total 4 entries)	OR Blanket Test & Tune Member Family Fee of \$115 (Total 4 entries)	OR Blanket Test & Tune Non Member Family Fee of \$215 (Total 4 entries)
EXTRA DRIVER'S	5 th + Entry - \$30	5 th + Entry - \$35	5 th + Entry - \$25

Additional Fee Information

Number of karts per family allocated – 4 otherwise there will be an additional charge.

Number of individuals per family allocated – 4 otherwise there is an additional charge.

APPENDIX “D” - I.C.D.K.C. SCRUTINEERING CHECK LIST

The following inspection is to ensure that only low risk karts race on Race Days. 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.

Karts to be pushed to Pre-Race Area to be scrutineered. No hot engine karts will be checked.

Driver(s) of karts to be present at time of inspection.

Driver’s helmet and race apparel to be inspected for, Australian Standards sticker on helmet and no synthetic clothing to be worn whilst racing.

Pods, Nassau panel and nose cone well secured, no excessive movement and in good condition.

Front and rear numbers clearly visible. Black number on yellow background.

Check condition of tyres. No canvas to be visible.

Check for free play in front stub axles.

Check the condition of steering arms and connections.

A steering arm retaining clamp is in place.

Seat fastened and in good condition.

Engine mounts are tight, no free play.

No excessive oil on engine, no visible oil leaks.

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.

Check condition of rear sprocket and clutch sprocket, clutch is fitted with a retaining bolt.

Check chain condition/tension.

Exhaust is firmly secured, and in good condition. Heat shielding (if fitted) in good condition.

Check the fuel tap is accessible and in good working order.

Fuel tanks well secured, an approved type and tank cap is secure.

Brakes work effectively.

Brake lines/cables in good condition.

Brake and throttle pedals in good condition.

Throttle cable in good condition. Return spring fitted and in good working order.

Skid plate well secured.

Steering wheel well secured and in good condition.

Engine stop switch fitted and On/Off is marked. Toggle type only, no push button type.

Rev counter if fitted must not impede the engine stop switch.

All fuel lines to be secured to any connections with a clamp or zip tie.

Please ensure that your kart is maintained at this standard all the time!

APPENDIX “E” I.C.D.K.C. OFFICIAL FORMS & OTHER IMPORTANT INFORMATION

A. Member Race Nomination Form

Members must complete this form and pay the appropriate fee to race on or before Race Days and Test & Tunes.

Current fee for Drivers are contained in Appendix “C”. The form and money must be forwarded to the I.C.D.K.C. Secretary or Treasurer at the Race Meet.

B. Accident/Incident Information

This form is the standard form for reporting to I.C.D.K.C. Executive 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.

C. Protest Form

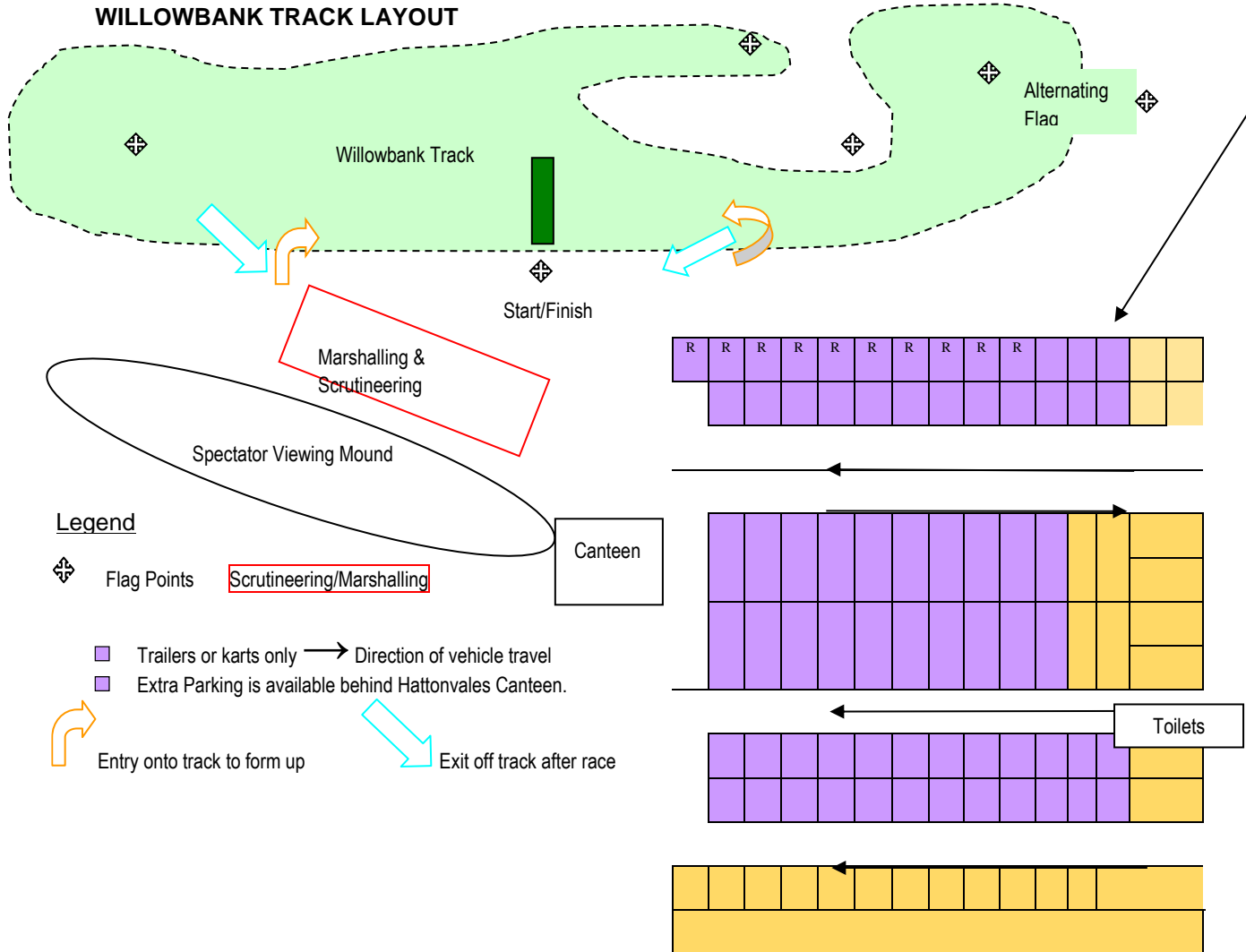
To any member who requests one, please contact your Club Secretary.

D. 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 @ Willowbank. These must be adhered to at all times. If you have any questions please phone or see one of the Executive Committee Members. **NO SPECTATOR PARKING ALLOWED IN ANY PIT AREAS.**



2024 RULES OF RACING ACKNOWLEDGEMENT

I have read, understood and agree to abide to the rules and regulations listed in this 2024 Rules of Racing handbook.

Signed: _____

Printed

Name:

Date: / /

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. Executive Committee disciplinary action will be enforced.

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