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Machinery Inspector: Wayne Heidke
Scutineers: TBA

To become a member of NQ Formula 250 Club, a driver/person must be approved by majority of members and pay a yearly membership fee to the club.
 Any members with Speedway Australia Licence can drive any kart.

What is a Formula 250

A FORMULA 250 it is essentially a bitumen kart with a manufactured roll-cage fitted and a single cylinder 250cc dirt bike engine. The kart must pass a technical inspection by the machinery inspector to be classed as race ready. This includes having the kart's log book signed by the inspector/scrutineer at every race meeting. This log book must be carried with the kart at all times.

NO LOG BOOK. NO RACE

This document shall be considered a live document; any changes will be decided by the members of the NQ FORMULA 250 Club. We reserve the right to change the rules or refuse membership to anyone for any reason. This will be done by a vote between all current members – majority win.

NTH QLD FORMULA 250 CLUB RULES

A. FRAME MODIFICATIONS

1. The frame must be a manufactured commercially available bitumen or dirt Kart frame. **NOT HOMEMADE**
2. Frame Modifications are limited to;
 - Accommodate engine mounting
 - Raise chassis height for dirt racing (max 3 inches above ground)
 - Accommodate roll cage mounting
 - Accommodate seat / seat belt mounting points.
 - Accommodate Radiator / Fuel Tank / Exhaust Mounts

B. ROLL CAGES:

All FORMULA 250 must have a roll cage. N.B refer to roll cage diagram

1. Main roll cage is to be at least 25mm, 2mm wall cold drawn seamless tubing. All other tubing is to be at least 19mm, 1.6mm wall cold drawn seamless tubing

SCRUTINEERING DEFINITIONS

INTRODUCTION

The purpose of scrutineering is to ensure that the kart, the driver's apparel and the driver comply with the requirements of the competition regulations of that event, and importantly, that the kart and equipment is safe to participate in competition. Safety is the responsibility of everyone involved in karting, the drivers, the officials, the mechanics and the organizers. The scrutineer is not primarily responsible for safety, but represents a part of the overall process to maintain safety.

If the scrutineer works to the rules of the appropriate club, then he/she can be deemed to have performed their duties. If a kart loses a wheel during a race and someone is injured as a result, the responsibility for that falls upon the driver. The scrutineer, whilst having the power to refuse a kart to be raced based on its state at the time of scrutineering, cannot be held responsible for any subsequent failure. The scrutineering function just provides an additional check over the kart in addition to that of the driver's preparation.

Kart Numbers. These must be easily read with four number plates being required. If not correct in your opinion, these to be remedied.

King Pins. This area covers steering and deserves some time as this is a key safety area. Main areas to look for are binding of the steering mechanism on either full lock position, lock nuts are tight and a steering shaft retaining device is in place. Some slop in the rod ends, is acceptable from a safety viewpoint as long as there is no possible way the joint can come apart. Whilst should be highlighted to the driver, the main downside will be a kart that does not handle as well, to the driver's detriment.

Nuts on Stub Axles. As these are continually being removed, the tightness of the Nyloc nut gradually diminishes. If you can turn the nut by hand then it must be treated as failed. However, most usually the nylon end of the nut can be given a sharp hit with a hammer and this will be sufficient to squeeze in the nylon enough so it becomes sufficiently tight.

Steering Wheel and Shaft. General check for cracks. If the steering wheel wobbles on rotation, this would most likely be the result of an accident. As the hub is generally cast, look for cracks in this area. Any crack to be treated as a failure.

Floor Pan for cracks. Main areas to look for are around the tank and the mounting points. Small cracks are common and probably do not represent a safety hazard and can sometimes be overcome with a large washer underneath. However, larger cracks which could result in the floor pan dragging on the ground must be regarded as failures.

Throttle Return Springs. There must be an effective spring at the throttle pedal in conjunction with the spring on the throttle spindle. It is desirable that the pedal snaps back to a closed position on release. If there is any indication of a slow, dragging return (usually by a frayed cable) then this must be regarded as a failure.

Tyres and Wheel Rims. Tyres must be appropriate to the class and be in good condition. The dimples must all be visible. Front wheel must spin freely and with a minimum of wobble. Inspect any run out at the rim flanges and for cracks. All cracks to be treated as failures. Back wheels must be tight. If not, this must be rectified before the kart can be passed. You might get the excuse that "they are loose so I can slip them in to fit them in the trailer". Ignore this. If they don't remember to tighten them for scrutineering, then why should they remember to tighten them for practice or racing.



SCRUTINEERING RECORD

****LOGBOOK REQUIRED FOR SCRUTINEERING – NO LOG BOOK, NO RACE****

To Be Completed by Competitor

Track _____

Date _____

Competitor Surname _____

Competitor First Name _____

Competition Number _____

Scrutineering Check -

Table below to be filled out by Competitor

Driving Apparel Checklist (circle below)	
All items appear to be in good condition, free from damage, scratches, holes etc. and comply with Speedway Australia Rules & Regulations	
Helmet	Y N
Visor	Y N
Driving Suit	Y N
Gloves	Y N
Boots	Y N

Driver /Guardian Declaration

I have checked all items and found them to be in accordance with the current Formula 250 Rules. I understand that further scrutineering can and will be conducted by Club nominated scrutineer/s. Kart and log book shall be presented for scrutineering in **race ready condition**. Any non-compliant equipment can result in exclusion from race meeting.

Signed _____ Date _____

Received by:

Name _____ Signature _____

At: Time _____ On date _____

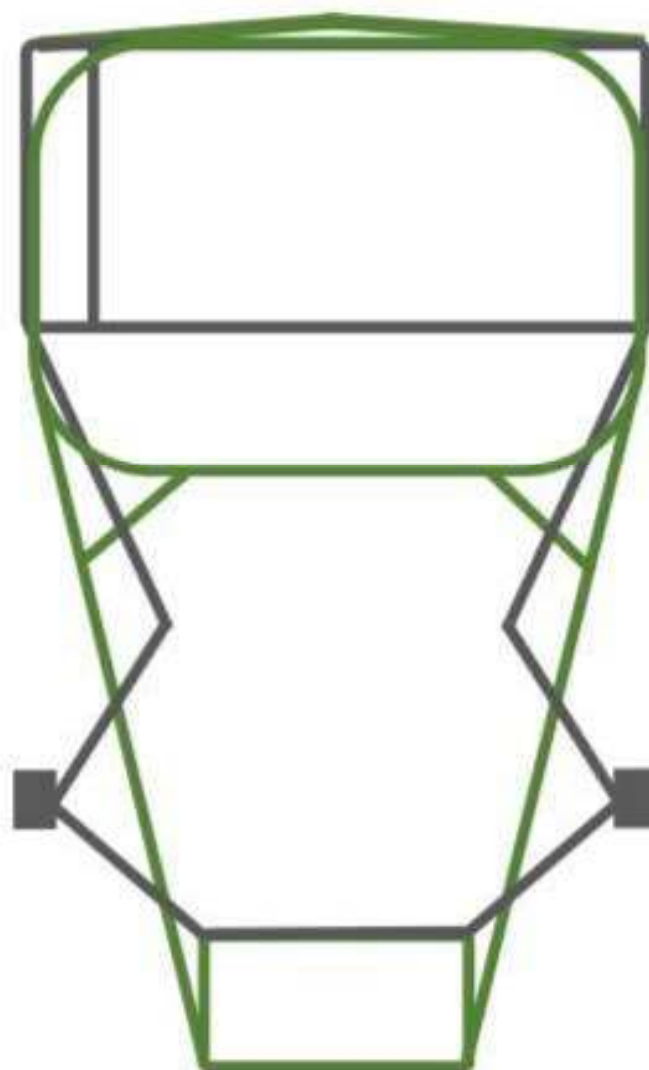
This Scrutineering Record is to be retained by the Host Club

Scrutineering Check - To be filled out by Competitor

Rule	Tick
Kart Numbers – clean, legible	
King Pins – lock to lock steering, lock nuts secure etc.	
Nuts on Stub Axles – check tightness of nyloc nut	
Steering Shaft – check for cracks, locking collar etc.	
Steering Wheel For Cracks	
Floor Pan For Cracks	
Throttle Return Springs – correct tension etc.	
Tyres – tread depth, condition etc.	
Wheels – spin freely, no cracks etc.	
Fuel Tank & Hoses – no leaks, hose clamps fitted etc.	
Chassis (Check for Cracks) - frame clean for inspection	
Chain Guards – in place, secured	
Muffler /Exhaust Security – in place, securely mounted	
Side Pods – securely mounted, sufficient height & width not protruding past tyres	
Brake Caliper, Cables, Hoses & Fittings – secure mounting, no leaks, no fraying of cable, no excessive pedal travel, brake check	
Battery Bracket & Mounting - *if applicable	
Ignition Kill Switch – secured to steering wheel, check working condition	

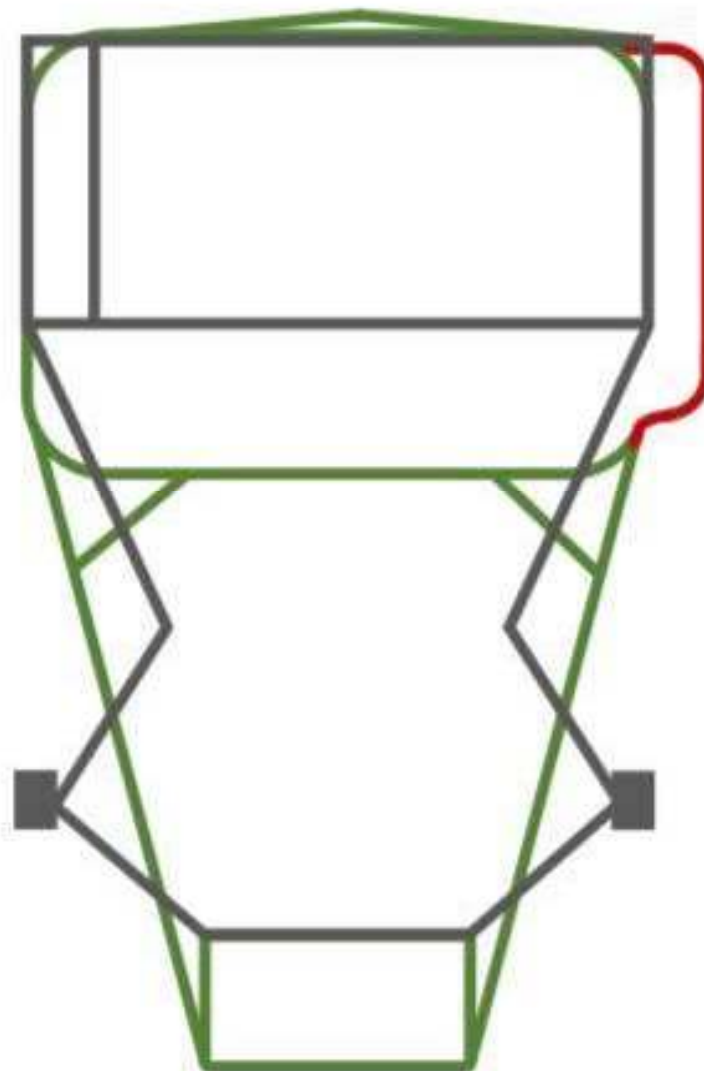


TOP VIEW – ORIGINAL STYLE FRAME



TOP VIEW – MODIFIED FRAME

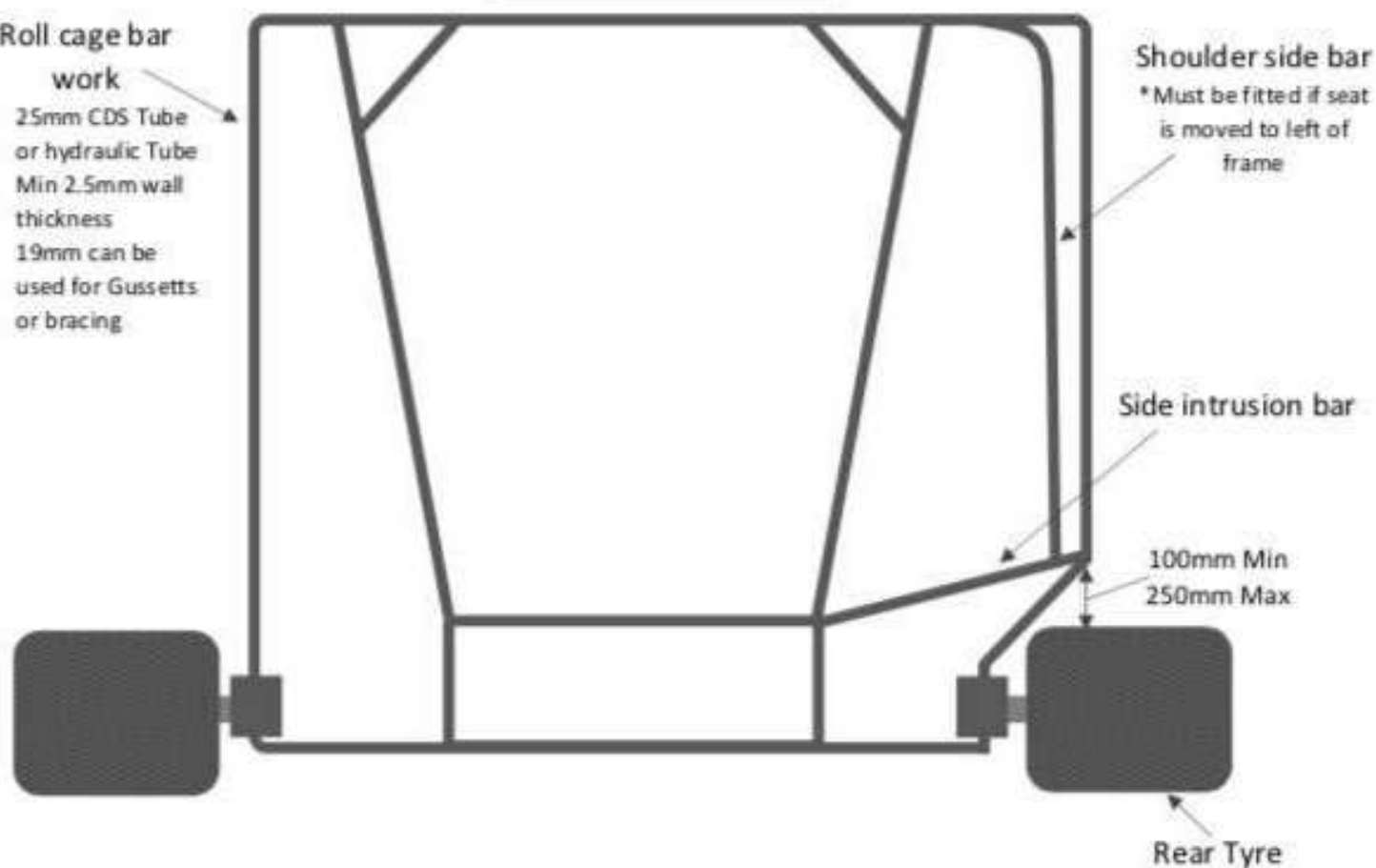
Cage modified to allow for seat modifications



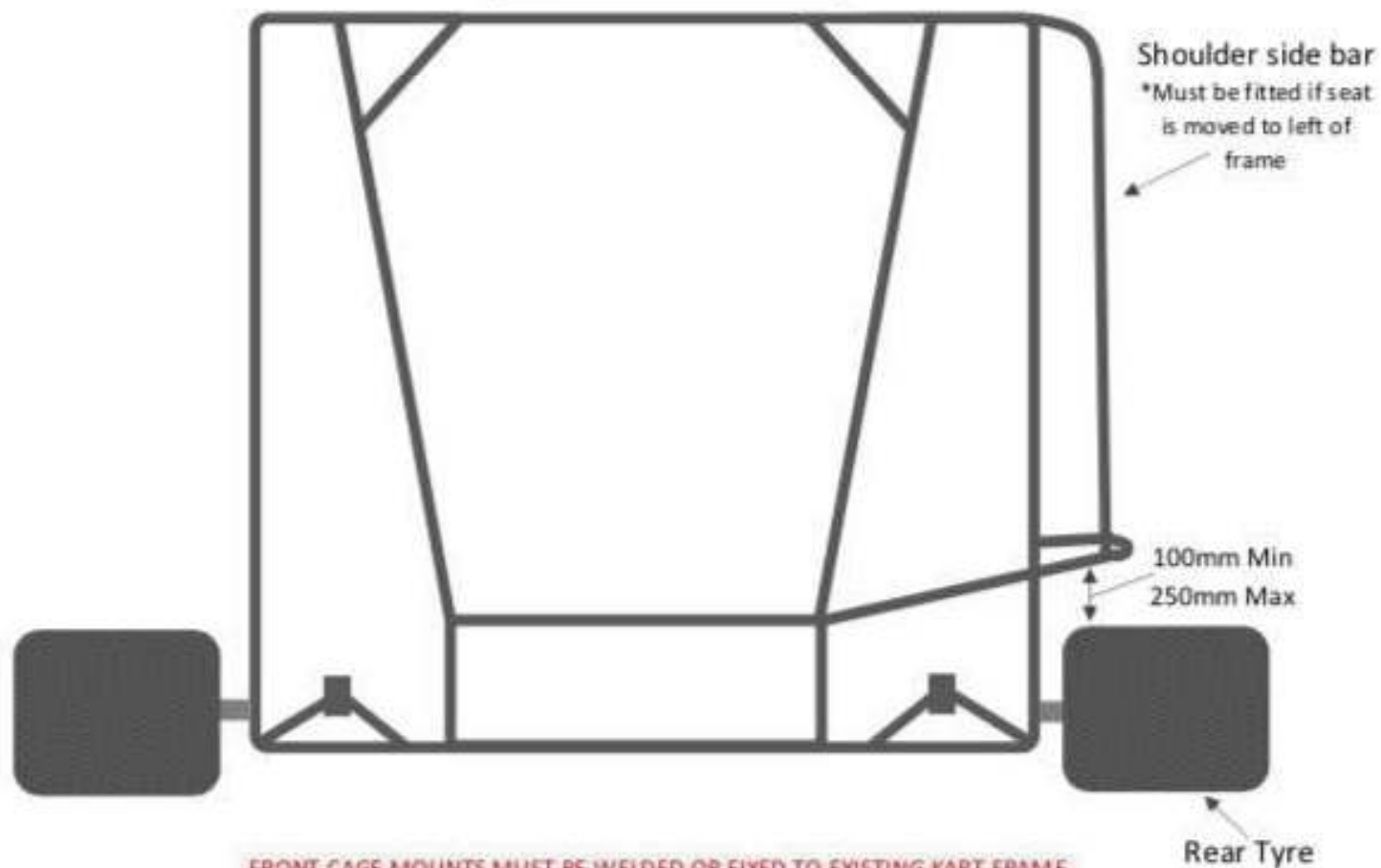
MODIFIED FRONT VIEW

Roll cage bar work

- 25mm CDS Tube or hydraulic Tube
- Min 2.5mm wall thickness
- 19mm can be used for Gussetts or bracing



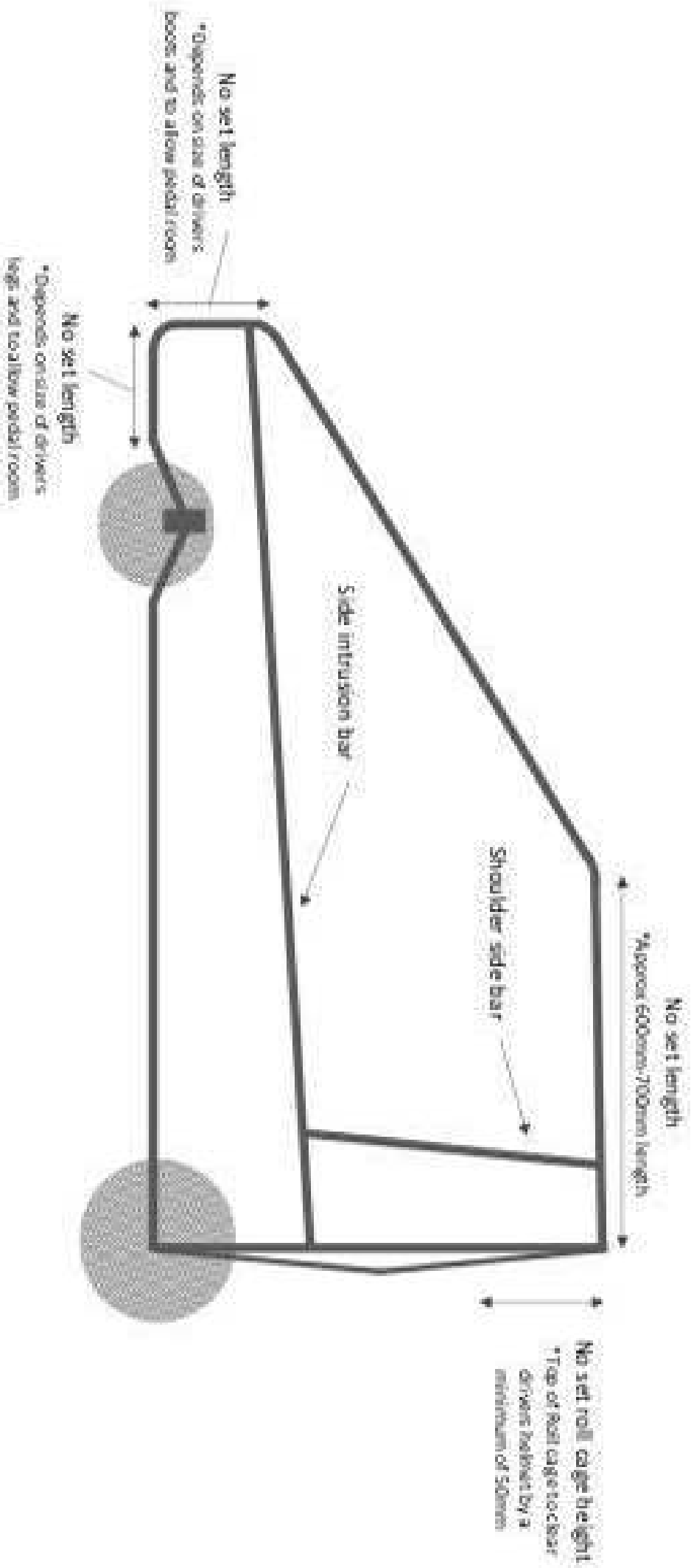
ORIGINAL FRONT VIEW



FRONT CAGE MOUNTS MUST BE WELDED OR FIXED TO EXISTING KART FRAME
(NO SPRING LOADED RECEIVERS)

****EITHER CAGE STYLE IS ACCEPTABLE****

FRAME SIDE VIEW

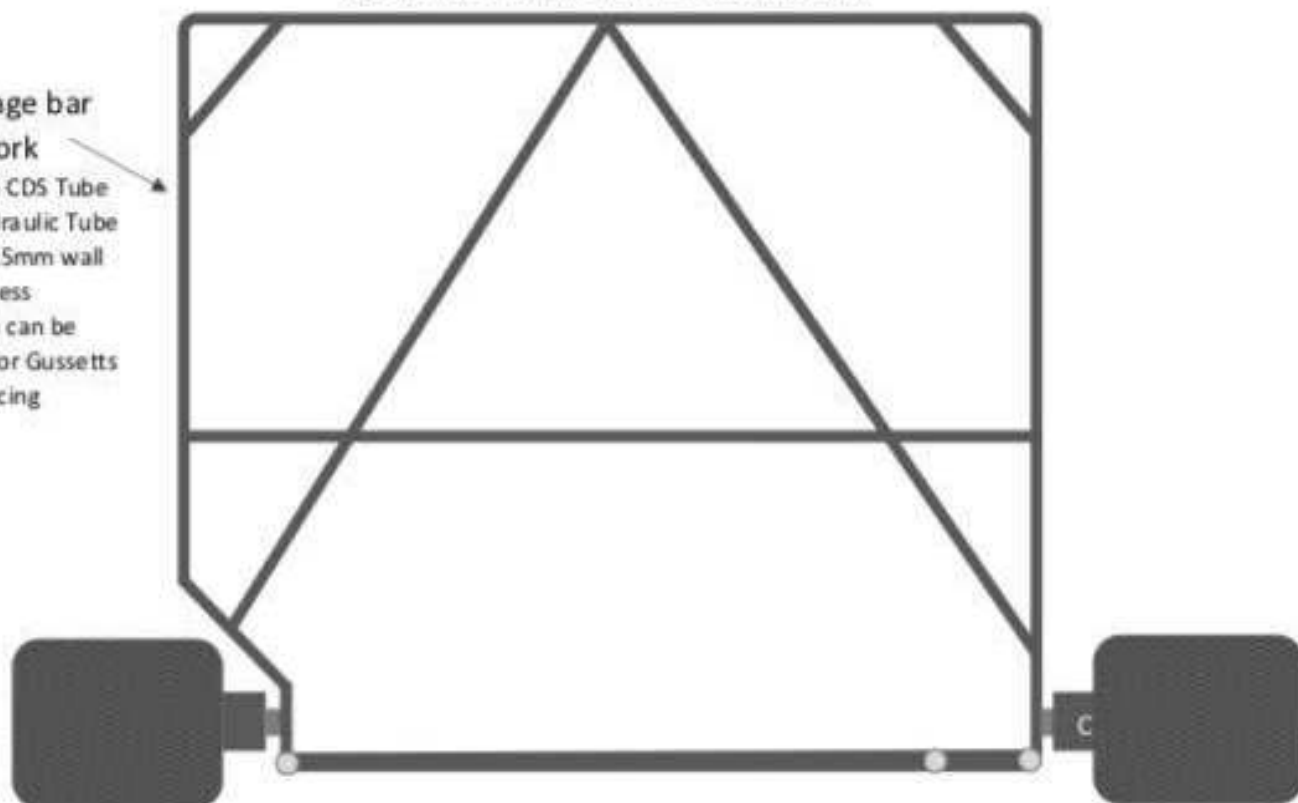


MODIFIED REAR VIEW

Cage modified to allow for seat modifications

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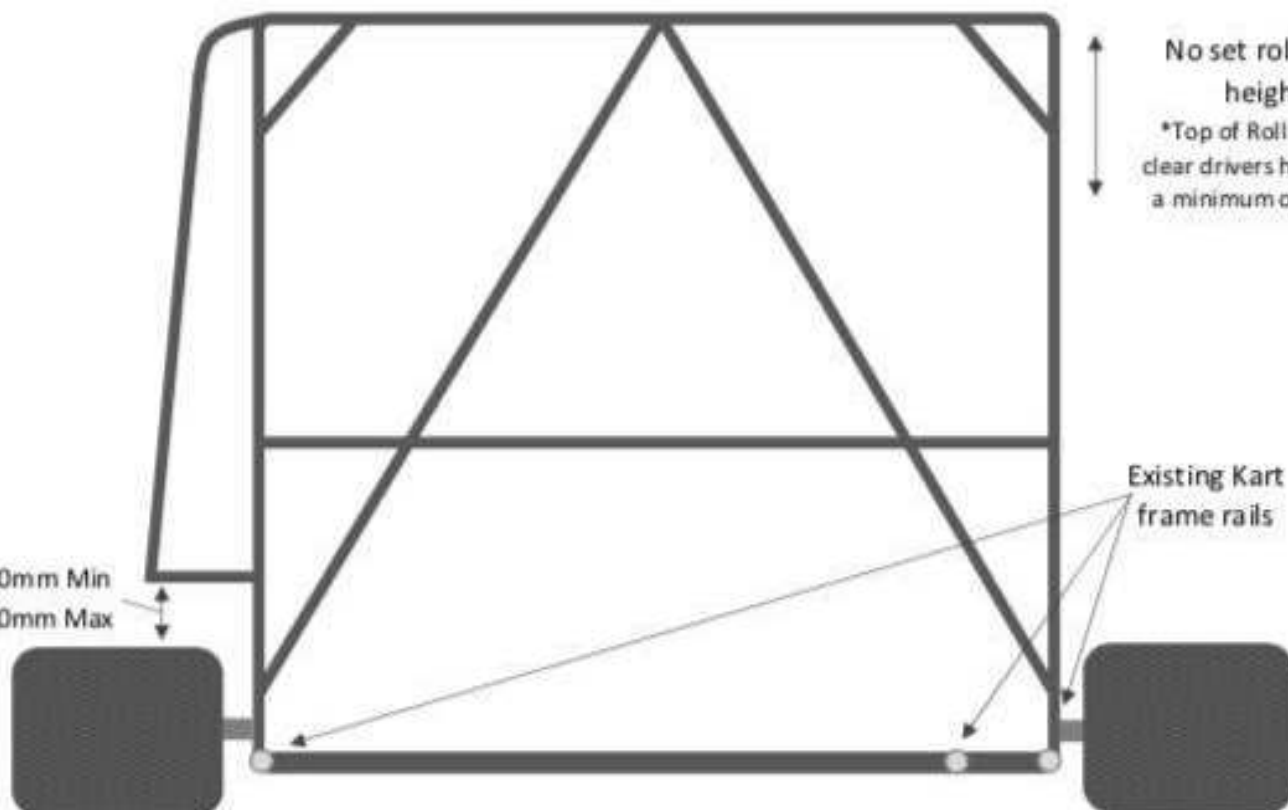
ORIGINAL REAR VIEW

No set roll cage height

*Top of Roll cage to clear drivers helmet by a minimum of 50mm

100mm Min
250mm Max

Existing Kart
frame rails



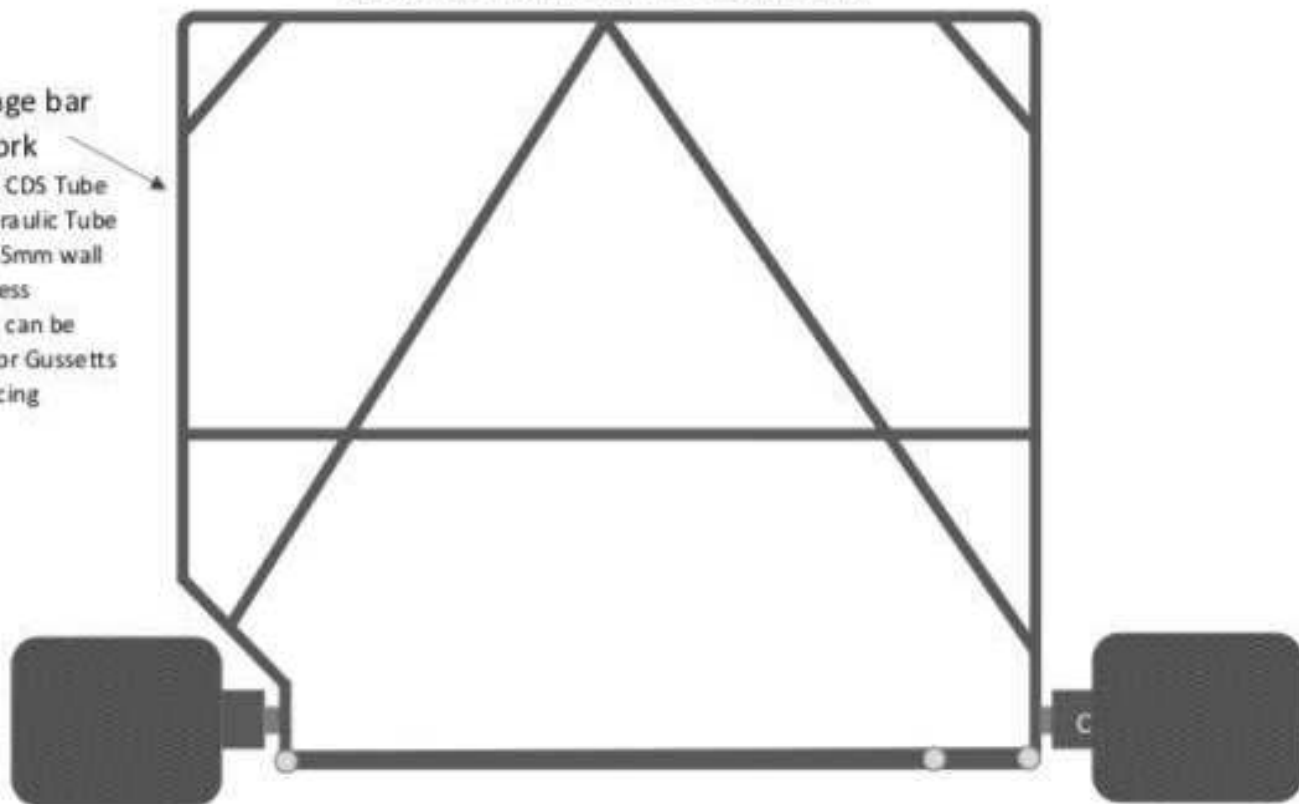
SPRING LOADED CAGE RECIEVERS MAY BE USED ON THE REAR CAGE UPRIGHTS ONLY

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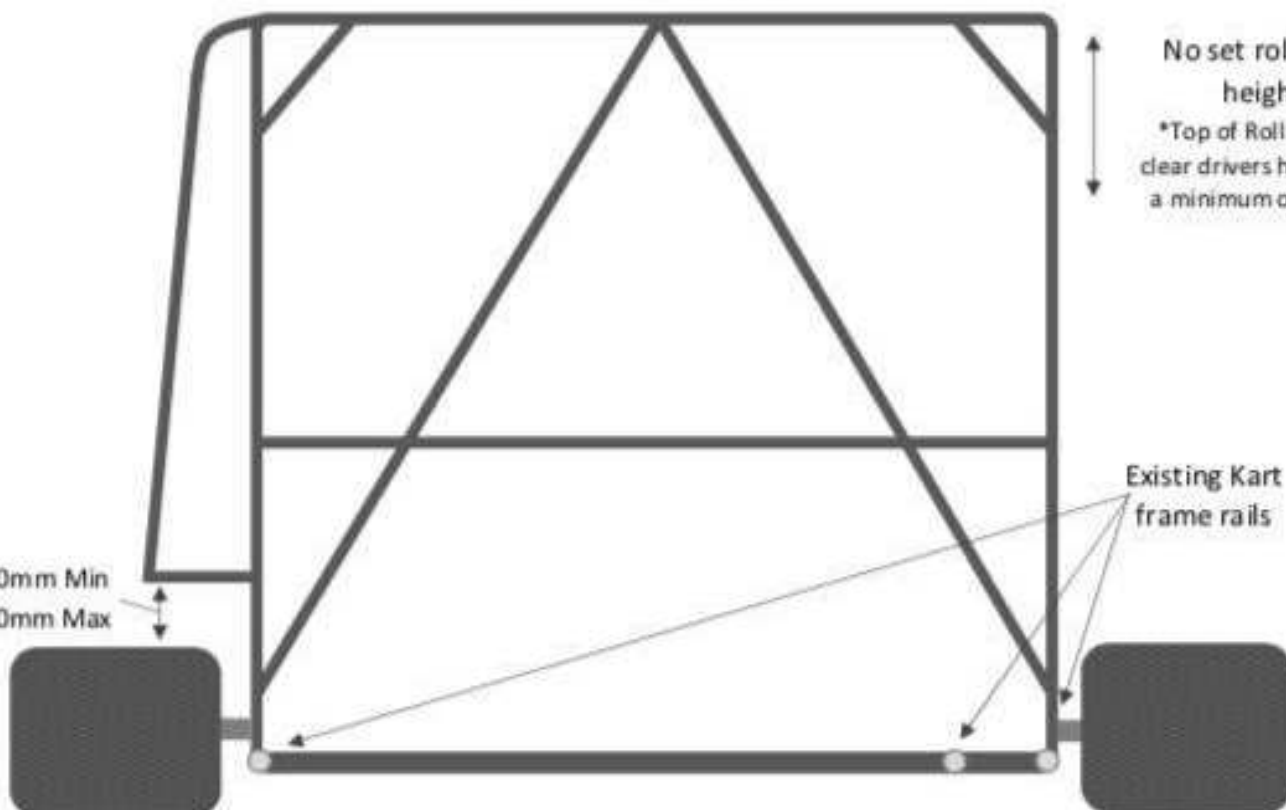
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