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# GET STARTED

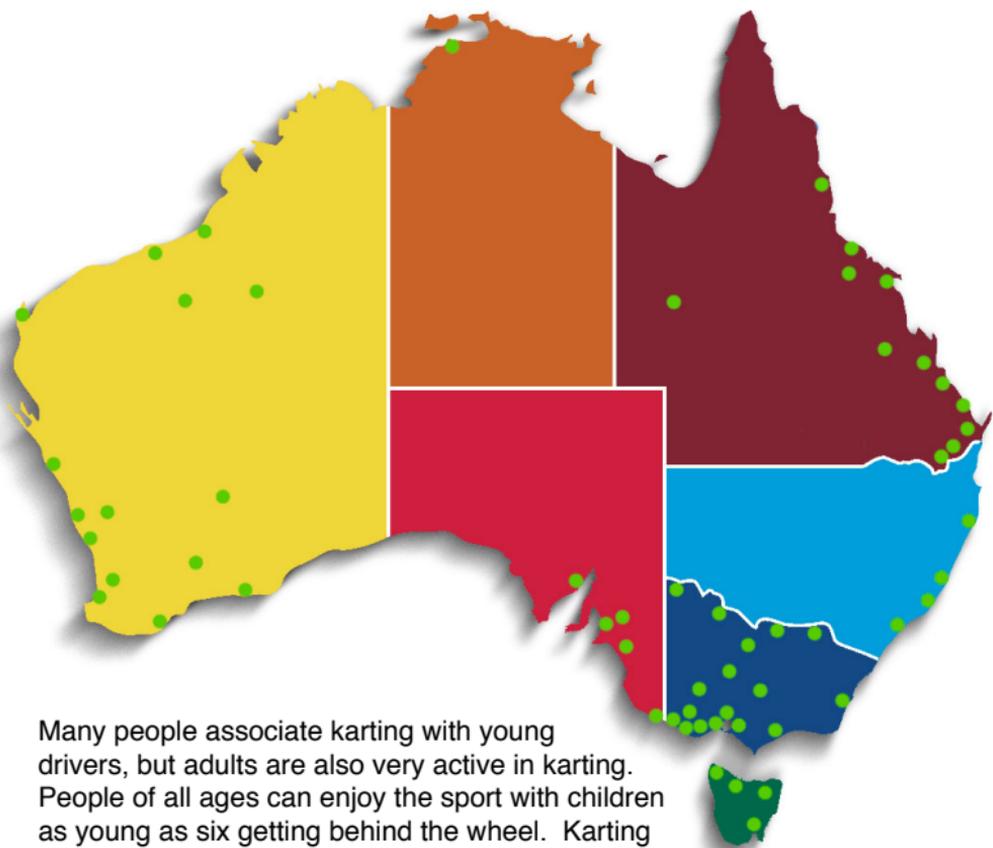
IN KARTING



  
**KARTING**  
AUSTRALIA

#racingstartshere #girlsracetoo

# KARTING AUS



Many people associate karting with young drivers, but adults are also very active in karting. People of all ages can enjoy the sport with children as young as six getting behind the wheel. Karting teaches these children, both boys and girls, basic driving skills well before they are able to obtain their road licence. Karting is competitive, but it is also fun and family orientated, with involvement in the sport both on and off the track giving it a strong feeling of community. For those aiming at a career in motorsport, almost everyone who races cars started racing in Karts - it's the best fun you will have on four wheels.

Race meetings take place at tracks across Australia every weekend at four levels - Club, Zonal, State or National.

For more information on how to get involved in the sport of karting, please visit [www.karting.net.au](http://www.karting.net.au)

# AUSTRALIA CLUBS

## NEW SOUTH WALES

Bega (Sapphire Coast Kart Club)  
Classic Kart Club  
Eastern Creek (North Shore Kart Club)  
Grafton Sporting Kart Club  
Newcastle Kart Racing Club

## NORTHERN TERRITORY

Darwin Karting Association

## QUEENSLAND

Bundaberg Kart Club  
Cairns & District Kart Racing Club  
Emerald Kart Club  
Gladstone Kart Club  
Gold Coast Kart Club  
Gympie (Cooloola Coast Kart Club)  
Ipswich Kart Club  
Mount Isa Go Kart Club  
QLD Vintage and Historic Karting  
Rockhampton Kart Club  
Towers Kart Racing Club  
Townsville Kart Club  
Warwick Kart Club Inc  
Whitsunday Motor Sport Club

## SOUTH AUSTRALIA

Bolivar (Southern Go Kart Club)  
Dublin Go Kart Club  
Monarto (Go Kart Club of SA)  
Mount Gambier Kart Club  
Nuriootpa (Barossa Go Kart Club)  
Whyalla Go Kart Club

## TASMANIA

Burnie (North Western Kart Club)  
Launceston Kart Club  
Hobart (Southern Tasmanian Kart Club)  
Smithton (Circular Head Kart Club)

## VICTORIA

Albury-Wodonga Kart Club  
Bairnsdale Kart Club  
Ballarat Kart Club  
Bendigo Kart Club  
Cobden (South West Kart Club)  
Geelong Kart Club  
Gippsland Kart Club  
Numerkah (Goulburn Valley Kart Club)  
Hamilton Kart Club  
Historic Karting Victoria  
Mildura Kart Club  
Oakleigh Go Kart Racing Club  
Port Melbourne (Go Kart Club of Victoria)  
Portland Kart Club  
Rochester Kart Club  
Seymour (Eastern Lions Kart Club)  
Swan Hill Kart Club  
Warrnambool Kart Club  
Wimmera Kart Club

## WESTERN AUSTRALIA

Esperance Kart Club  
Exmouth Kart Club  
Hedland Kart Club  
Wundowie (Hurricane Go Kart Club)  
Impala Kart Club  
Kalgoorlie (Eastern Goldfields Kart Club)  
Karratha Kart Club  
Lake King Kart Club  
Midwest Kart Club  
Newman Kart Club  
Wanneroo and Cockburn  
(Tiger Kart Club)



# WHERE TO START?

## Apply for a Licence

Joining a Karting Australia Affiliated Club will give you access to that club's circuit for practice, as well as allowing you to participate in any Club championship, social events, working bees and other club activities.

Visit the Club Finder section on Karting Australia website ([karting.net.au](http://karting.net.au)) to find the Karting Australia Club nearest to you.

You can then join your chosen Karting Australia Club online through the Licences and Entries section on [kartng.net.au](http://kartng.net.au). Joining a Club and obtaining a Licence is all done in this one place on the website.



## Purchase a Kart

There are kart shops and karting businesses right across Australia. Your new Club will be able to help you find the one that provides the best value for money advice and service for people who are entering the sport.

Most will have new and second hand options for you.

We don't recommend that you buy your first kart off websites such as Ebay, Gumtree or any other places on the internet. You need to be sure that the kart and engine that you are buying is in good condition, is suitable for your age group and Class that you will be looking to compete in.



## Safety Gear

Most kart retailers will also offer a range of safety gear. You will need a full face helmet, race suits, racing boots, gloves and other optional safety gear such as padded rib vests and neck braces.

As well as kart retailers, motorsport racegear shops carry ranges of karting gear.



## Ask Questions, meet the people

Karting is a friendly, family-orientated sport and karters young and old are always happy to help out newcomers.

Make sure you ask lots of questions of members of your kart club, state association and local kart shop. It is often a good idea to plan your first trip to the kart track with your kart with someone you know so that they can help you with any questions you may have. Also, while at the circuit feel free to ask other competitors any questions. So often, the friends you make in karting will be friends for life.



# TWO-STROKE OR FOUR-STROKE?

For a long time, karting has used almost exclusively 2-stroke racing engines that are specifically designed for kart racing in all age groups.

Made by Vortex, IAME, Rotax and PRD, they are the purest form of karting engines. They are also the most technical form of the sport. For the novice, 2-stroke racing can be a little daunting.

At the start of 2018, Karting Australia introduced the 4SS (4 Stroke Sprint) class. 4SS is specifically designed for the newcomer to karting. It is focused on low cost, low maintenance, simplicity and fun for the new person of all ages in the sport.

Using factory sealed 4-stroke Torini or Briggs & Stratton engines, the class is proving to be highly popular with newcomers to karting.

This class provides the opportunity for newcomers to 'learn the ropes' of the sport at a lower cost.

Numerous drivers have used this class as a steppingstone into the more powerful 2-stroke classes while others are simply enjoying having fun in the 4SS classes - particularly older drivers.

We recommend that you investigate what type of kart engine best suits you by discussing the options with your local kart retailer.



# WHAT'S YOUR CLASS?

## 6-9 YEARS OLD

### Cadet 4SS

- 9hp four-stroke engine
- Controlled Ricciardo chassis
- Controlled components
- Low maintenance
- No telemtry allowed
- Hard compound Vega tyres
- Indicative cost  
*Brand New \$5,200*

### Cadet 9

- 60cc two-stroke engine
- Open brand of chassis
- Ability to purchase differenet components
- Medium compound Bridgestone tyres
- Indicative cost  
*Brand New \$6,500-\$7,500*  
*Used \$4,000-\$5,500*



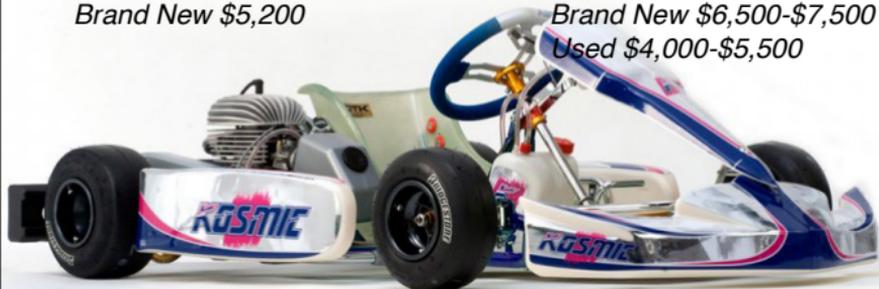
## 9-12 YEARS OLD

### Cadet 4SS

- 9hp four-stroke engine
- Controlled Ricciardo chassis
- Controlled components
- Low maintenance
- No telemtry allowed
- Hard compound Vega tyres
- Indicative cost  
*Brand New \$5,200*

### Cadet 12

- 60cc two-stroke engine
- Open brand of chassis
- Ability to purchase differenet components
- Medium compond Bridgestone tyres
- Indicative cost  
*Brand New \$6,500-\$7,500*  
*Used \$4,000-\$5,500*



## 12-15 YEARS OLD

### 4SS Junior

- 10hp four-stroke engine
- Open brand of chassis
- Low maintenance
- No telemtry allowed
- Hard compound Vega tyres
- Indicative cost  
*Brand New \$5,500*  
*Used \$3,500-\$4,500*



### KA4 Junior

- 100cc restricted two-stroke IAME engine
- Open brand of chassis
- Medium maintenance
- Medium compound Bridgestone tyres
- Indicative cost  
*Brand New \$7,500/Used \$4,000*

## 15 YEARS OLD AND OVER

### Senior 4SS

- 10hp four-stroke engine
- Low maintenance
- No telemtry allowed
- Hard compound Vega tyres
- Indicative cost  
*Brand New \$5,500*  
*Used \$3,500-\$4,500*



# 15 YEARS OLD AND OVER *ctd.*

## KA3 Senior

- 100cc air-cooled two-stroke IAME engine
- Open chassis
- Ability to purchase different components
- Medium compound Dunlop tyres
- Telemetry allowed



- Indicative cost  
*Brand New \$7,500*  
*Used \$3,500-\$4,500*



## Restricted 125

- Restricted 125cc water-cooled two-stroke engine
- Open chassis
- Medium compound Dunlop tyres
- Indicative cost  
*Brand New \$8,500/Used \$6,000*

## THE NEXT LEVEL OF KARTING

After developing their karting skills in the classes mentioned over across the past few pages, junior and senior drivers have the ability to graduate to more powerful machinery should they desire.

For junior driver, the higher levels of karting include classes such as KA3 Junior, Junior Rotax and the elite KA2

class. For the senior driver, the higher levels of karting include the TaG 125 class that utilizes unrestricted 125cc water-cooled engines such as Rotax, IAME X30 and PRD Galaxy and the elite KZ2 Gearbox Class.



# KARTING TERMS



## **4SS**

Karting Australia's low-cost, low-maintenance Class designed for an easy entry level into the sport.

## **Chief Steward**

The Official who has the highest authority at an Event to enforce compliance with the Rules.

## **Clerk of Course**

The Official(s) is responsible for the general conduct of the Event in accordance with the Rules. Should a Driver wish to lodge a protest, they are to do so by approaching a Clerk of Course.

## **CMS**

Karting Australia's Competition Management System is commonly referred to as the CMS. After obtaining a Licence, Drivers are provided with a log in to the system that allows them to update their details and pre-enter Events.

## **Control Fuel**

The Supplementary Regulations may state that only fuel from a specific Service Station is permitted to be used.

## **Cut Through**

A shortened circuit used at Club Events sometimes used during the Formation Lap. If to be used, it is advised during the Drivers Briefing and there are instructions provided to Drivers.

## **DNF**

An acronym for Did Not Finish the Race

## **DNS**

An acronym for Did Not Start the Race

## **Drivers Briefing**

At every Event, just like in other forms of motorsport, there is a Briefing for the Drivers to provide specific information from the Senior Officials. At Club Events, this Drivers Briefing is generally conducted prior to the start of the day's on track action and held on the Out-Grid or in the Clubrooms.



## **DSQ**

An acronym for Disqualified

## **Formation Line**

The red line painted on the circuit. This line indicates the point on the track when a Driver is required to be in their correct position prior to the start of a race.

## **In-Grid**

The In-Grid is a fenced off area where the Drivers return to after completing their on track session. If directed by an Official, Drivers (with their karts) will need to be weighed in this area in order to ensure compliance with the rules.

## **Minimum Weight**

Each Class will have a minimum weight that a Driver must comply to when weighed with their driving equipment and kart. The checking of this weight is completed at the Scales located in the In-Grid at the completion of the race.

## **Notice Board**

Every Track will have an Official Notice Board where information such as results, grids and other relevant information surrounding the event will be posted.



## **Out-Grid**

The Out-Grid or 'Dummy Grid' is a fenced off area where the karts are taken to get ready to go on track.

## **Pre-Entry**

It is common for Events to require entry prior to the day of the Event. Entry to the majority of Club Events close in the few days prior to allow for the Club to plan the schedule. Entry is

completed on Karting Australia's Competition Management System (CMS).

## **Race Format**

The Supplementary Regulations will outline the Format of Racing for the Event. Each Event can be different, whether the grid positions are decided by a random draw, qualifying or points from previous races in the Event.

## **Race Control**

Also referred to as the Tower. The building, generally located adjacent to the Start/ Finish line, where the Senior Officials and Timing Officers manage the Event.



## **Race Order**

The order in which each Class will take to the Track during an Event.

## **Scrutineering**

At every event, each Driver is required to provide confirmation that their kart and equipment complies with the Karting Australia rules. This is conducted by completing a Scrutineering Form.

## **Sign-In**

At most Club Race Meetings, you are required to 'sign-in' to confirm your attendance. Drivers are encouraged to check at the Race Secretaries Office to see if Sign-In is required for the respective event.

## **Stewards Room**

An room where Drivers are required to report to if they have infringed the rules to meet with the Officials of the Event.

## **Supplementary Regulations**

An official document that is supplementary to the Karting Australia National Competition Rules that contains specific information for an upcoming event.

## **Tech**

Also referred to as the Scrutineering Area or Parc Ferme. An area dedicated to the checking of karts and engines with compliance of the rules.

## **Transponder**

Every kart is required to be fitted with a MYLAPS transponder so that a Driver's results can be recorded. A transponder can be purchased online at [www.mylaps.com](http://www.mylaps.com)

## **Weight**

Also referred to as Ballast or Lead. To ensure compliance with the minimum weight for the Class, Drivers are able to bolt lead weights to their seat in accordance with the Rules.

# KARTING CHECK LIST

Detailed below is a short check list to ensure that you've got all of the essentials covered for when you head to the kart circuit. Even the most experience kart racers forget some of the basics, so we suggest that you make a check list and consult it every time you are preparing to head to the circuit.

- All Safety Equipment
- Battery Charger
- Chain Lube
- Club Membership Card/Key
- Compressor/Tyre Pump
- Drinks
- Esky with Ice
- Fuel/Oil Mixing Jug
- Kart Prepared
- Kart Trolley
- Karting Australia Licence
- Fuel Container
- Kart Fuel
- Kart Oil
- Tool box
- Trailer Keys
- Transponder
- Tyre Pressure Gauge
- Zip Ties



## 2-STROKE FUEL MIX

|                 | 16:1 | 20:1 | 25:1 | 30:1            | 33:1 | 40:1 | 50:1 | 66:1 |
|-----------------|------|------|------|-----------------|------|------|------|------|
| <b>Fuel (L)</b> |      |      |      | <b>Oil (ML)</b> |      |      |      |      |
| 5               | 313  | 250  | 200  | 167             | 152  | 125  | 100  | 76   |
| 7.5             | 469  | 375  | 300  | 250             | 227  | 188  | 150  | 114  |
| 10              | 625  | 500  | 400  | 333             | 303  | 250  | 200  | 152  |
| 12.5            | 781  | 625  | 500  | 417             | 379  | 313  | 250  | 189  |
| 15              | 938  | 750  | 600  | 500             | 455  | 375  | 300  | 227  |
| 20              | 1250 | 1000 | 800  | 667             | 606  | 500  | 400  | 303  |

# KARTING FLA

Communication to drivers on a kart track is via safety flags and lights, these flags are similar to those used in many other forms of motorsport. Detailed below is a summary of many of the flags used in Karting Australia events.



## **GREEN FLAG**

All Clear. It can also be used if necessary to signal the start of warm up laps or practice sessions.



## **GREEN WITH YELLOW CHEVRON FLAG**

Restart. Reform on Track. To be used by the Starter and / or Clerk of the Course in the event of an error of judgement by the Starter.



## **RED AND WHITE CHEQUERED FLAG**

Signifies that it has been a false start or no start, return to pits, this flag can be used by a Steward/ Clerk of the Course or Starter prior to the first lap being completed.



## **YELLOW FLAG**

A signal of danger ahead. Reduce your speed, do not overtake and be prepared to change direction. There is a hazard ahead. Overtaking is not permitted between the first yellow flag / light and the next operational flag point that is not displaying a yellow flag/light.



## **BLUE FLAG**

Signifies that you are about to be lapped by one or more Competitors. On receiving this flag / light, you may continue with your race and hold your normal race line, but allow any overlapping Kart/s to pass unimpeded.

# AGS/LIGHTS



## **RED FLAG**

All racing must cease. No overtaking is permitted. Drivers will indicate by raising their arm and return to the grid area designated in Supplementary Regulations and/or advised in the Drivers Briefing at a greatly reduced speed and in a safe manner being prepared to stop on Track if necessary.



## **BLACK AND WHITE WITH DIAGONAL JOIN**

Displayed together with a panel upon which the Driver's Kart number is displayed to the Driver concerned, it indicates that the Driver is being observed for unsportsmanlike behaviour. The Driver must report to the Clerk of the Course or Steward immediately after the race.



## **BLACK AND ORANGE FLAG**

This flag is displayed together with a panel upon which the Competitors' Kart number is shown to inform the Driver concerned that their Kart may have a mechanical /safety problem or does not comply with the Rules. The Driver must return to the mechanical breakdown lane / in grid safely, prior to or immediately following completion of the next lap.



## **BLACK FLAG**

Displayed together with a panel upon which is shown the Kart number. Such signal indicates that once a Driver receives the black flag they are to return to the mechanical breakdown lane / in grid safely, prior to or immediately following completion of the next lap. The Driver may not re-enter the race.



## **BLACK AND WHITE CHEQUERED**

The display of the black and white chequered flag will determine the end of the race. The race finishing order will be as Karts cross the Finish Line on the lap when the black and white chequered flag is displayed.



**KARTING**

**A U S T R A L I A**

*www.karting.net.au*

*1300 30 5278*



**CONTACT DETAILS**