

**Geelong Kart Club Rules** V 3.0 31/10/2022

1. **General rules**
	1. Waivers **( This only applies on special event AASA come and try days )**

Everyone is required to sign an adult or junior waiver when entering Geelong Kart Club property regardless of age. All participants must have waivers completed and if applicable, fees paid, proof of age is required for minors.

1.2. Parents/Guardians responsibility for minors

Parents or guardians are to be responsible for any children they bring into Geelong Kart Club area and are not allowed to be unsupervised; scooters ; skate boards push bikes are not allowed and can be confiscated by officials.

 1.3. Spectators

Spectators are not allowed on Out-grid or on track at any time, including practice sessions.

1.4. Grid restrictions

No fuelling of karts, no oiling of chains and no smoking on grid or any bitumen surface. Covered footwear is mandatary on grid at all times.

1.5. Track access

Track access is only allowed via Out-grid, when authorised by the Grid Marshall, safety vest must be worn “no vest, no access”.

 1.6. Restricted areas

Entry to timing tower and race control tower strictly forbidden to all members/persons. Authorised staff excluded. This is ensure equipment that is vital for the running of events is not compromised.

1.7. Unsportsmanlike behaviour

Unsportsmanlike behaviour including abusive and or foul language, fighting, refusing to cooperate will not be tolerated. Anyone behaving in this manner will be subject to further action at the discretion of the Clerk of Course, Race Director and GKC Committee members.

1.8. Alcohol

Alcoholic beverages are not allowed to be consumed until all events for the day are completed, failure to comply will result in removal from premises. Only after racing has finished, can alcohol be consumed and in a responsible manner. The Geelong Kart Club retain the right to make any event alcohol free at any time.

**2 Safety rules**

2.1. Kart safety in pits

Driver and pit crew are always responsible for safety of kart/s and their Pit area. All non-pit crew are to be kept away from karts when engines are running.

2.2. Engine starting

In pit areas, kart must be on a stationary trolley, i.e. Do not travel with engine running, on the out-grid, driver must be seated in kart.

2.3. Safe driving

Out-grid speed will be walking pace until on race track proper, failure to obey may incur a penalty at discretion of grid marshal.

2.4. Driving karts in pits

No driving of karts in pit area, karts can only be driven when leaving grid, or entering the in-grid from the track, karts must be pushed to out-grid and to scales.

2.5. Rough driving

Rough driving will not be tolerated at any time.

Anyone intentionally bumping, hitting, blocking or driving in an out of control manner will be warned, penalised, disqualified, or suspended depending on severity of the incident, a decision of stewards, clerk of course and race director is non-appealable.

The Track is designated as between the white lines, and including the kerbs. Wheels off the kerbs are outside of the track therefore wheels off Kerbs and on a grass verge will be deemed as off track and may result in a penalty.

2.6. Mechanical problems

If experiencing mechanical problems a driver will raise one hand above head to warn other drivers and move off track if safe to do so. In the event of meatball flag being displayed, the driver will return to in-grid in a safe manner.

2.7. Disabled kart

Remove kart to a safe position if possible and safe to do so, remember your safety is paramount.

2.8. Weights

No single block can be more than 5kg, they must be fastened to seat or frame, and no weights attached to floor pan. Weights must be securely fixed with grade 8 bolts of 8mm diameter.

2.9. Drivers safety equipment

Racing helmet must meet Australian standards with compliance label clearly affixed.

Racing suit or racing jacket with long pants.

Driving shoes must cover ankles, gloves must be full finger.

Rib protectors are mandatory for Cadets and Juniors, neck collars are recommended.

2.10. Helmet mounted recording devices

Mounting of helmet recording devices to outside or inside is strictly prohibited this includes two way radio communication.

2.11. Scrutineering

All scrutineering forms must be correctly filled in, signed and presented at entry confirmation. Scrutineering will be carried out during the meeting, any kart not to satisfaction of scrutineers will be removed from grid until the kart conforms, and there will be no appeal on decision of technical official. Kart safety and karts being in race worthy condition are the responsibility of the owners and drivers. No liability is taken or implied by Geelong Kart Club.

2.12. Cadets and Cadet pro

Cadets for their first four meetings must display a P plate on the rear of the kart.

For random draw grids or qualifying, a Cadet who feels uncomfortable with their start position may ask to start from rear of field.

All cadets will be able to finish the calendar year in the class they started, finish date will be December 31, unless they wish to move up a class.

2.13. Juniors

Juniors in their first four meetings must display a P plate on rear of kart.

Juniors who have a birthday mid-year are allowed to complete the year in Junior classes, finish date December 31, they may elect to progress to higher class if they wish.

Any junior who can’t make class weights can request a move to a higher class, the decision on this request is by Director of racing and Head Steward.

2.14. Race Director Safety authority

The race director has authority to remove any kart from grid in case of a safety issue.

2.15. Driver responsibilities

All drivers are responsible to comply with rules and regulations at all times, failure to abide by the rules will attract penalties.

Drivers are responsible for actions of pit crew at all times, in case of Juniors, parent or guardian are responsible.

**3. Kart conformity rules**

3.1. Engines

All engines must conform to OEM specifications with the exception of spark plugs.

Geelong Kart Club hold homologation papers. The head tech of GKC holds the final say on all technical matters and no appeal is available to his decision.

Engines are subject to inspection at any time, refusal of inspection will result in penalties as determined by technical officer.

3.2. Tyres

Changing of tyre/s after First Heat is not allowed; only damaged tyres may be changed with approval of technical officer.

A tyre/s of similar wear will allow competitor to start from allocated grid position.

A new tyre will require a rear of field start unless tyre pooling and tyre representative deems that tyre is manufacturing fault.

3.4. Tyre testing

Tyre testing may include but is not limited to any combinations of the following practices, Durometer testing, Sniffer testing, Lab testing. Technical stewards will make the final decision, failing a tyre test will result in penalties.

3.5. Fuel

Fuel testing will be carried out during meetings. Testing will involve Digitron and Hydrometer testing. Open meetings will specify a controlled fuel which will be mandated including supply source and listed on Sup. Reg’s.

3.6. Clutches

Clutches must be as supplied by OEM, clutch testing can be carried out for correct function, any clutch failing will result in loss of points for meeting. The GKC Technical officer is the final word on any clutch decisions. No appeal is allowed.

3.7. Mufflers

Mufflers must conform to specifications, any muffler failing will result in penalties.

3.8. Bodywork

Nose cone, side pods, Nassau panel are compulsory. Vintage karts may be excluded from this requirement by the discretion of the technical officer or Race Director.

Full width rear bumpers plastic or steel all must have radius on all corners, no sharp edges, no square tubing.

3.9. Numbers

Numbers must displayed on the Front, Rear and both sides, and be legible.

3.10. Transponders

Must be mounted vertically on the front fairing clamp.

It is drivers responsibility ensure the transponder is fitted and working correctly during the event.

3.11. Brakes

Brakes must be properly adjusted; brake actuation rods must have additional safety cable fitted.

Brakes must be in good operating order and able to stop as designed by manufacturer. Brake pads

must have sufficient substance to cause brakes to stop as designed.