This document contains the version 3.3 of the rules produced by Kartsport SA and are current as at

January 2025

Any and all rules could change as we progress.

(Note that changes from previous version are highlighted in red)

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1. CLASS RULES

SUMMARY

In this section you will find the below Class Rules:

Class	Age	Weight
1.1 **Midget**	**deleted**	
1.2 **MiniRok** - includes Micro Max and cadet restricted Torini TC210 4 stroke engines in each age group	7- 10 years 9 – 12 years All ages 7-12 years All ages 7-12 years	100kg restricted 110kg open 110kg MicroMax 110kg 4 stroke
1.3 **Rookie**	**deleted**	
1.4 **Junior 4 stroke**	11 to 15 years	130kg 4 stroke
1.5 **Junior Open** - **KA100 to be fitted with 22.0mm restrictor**	11/12 to 15 years	120kg KT100S 130kg KA100
1.6 **KT - KT100S Light + Heavy** - KA100 to be fitted with 27.0mm restrictor	15+	140kg Light KT100S 145kg Light KA100 155kg Heavy KT100S 160kg Heavy KA100
1.7 **125 TAG Restricted Light + Heavy**	15+	155kg Light 180kg Heavy
1.8 **125 TAG Light + Heavy**	**15+**	155kg Light 180kg Heavy
1.9 **Open** - anything single speed, including Vintage 1.9a **Open Shifter**	16+ 16+	See below 175kg
1.10 **Statesman 125** with variable restrictors	M 40+ , F 35+	Refer Class Rules
1.11 **4 Strokes Light + Heavy**	15+	150kg Light 170kg Heavy
In all above classes .... **All engines to be run to their current homologation.**	**See non-tech items for 125's under R 2.2.3**	

1.1. MIDGET DELETED

1.2. MINIROK

Age: Drivers aged from 7 years up to 10 years in Restricted MiniRok and drivers aged from 9 years up to 12 years in Open MiniRok. 7 to 12 years in MicroMax and 4 stroke engines.
Engine: Vortex MiniRok engine , cadet restricted Torini TC210 4 stroke engine.
Weight: 100kg restricted class and 110kg open class including kart and driver, 110kg MicroMax and 4 stroke.
Tyres: Dunlop DHH, MAXXIS Sport or MG AZ red for all engine types, and Maxxis Super Sport also permitted for 4 strokes. (MG AZ red and Maxxis Super Sport only until June 30, 2025)

1.3. ROOKIE DELETED

1.4. JUNIOR 4 STROKE

Age: Drivers aged from 11 years up to 15 years
Engine: Single Torini Clubmax TC210
Weight: 130kg
Tyres: Dunlop DHH, MAXXIS Sport or Super Sport, MG AZ red . (MG AZ red and Maxxis Super sport only until June 30, 2025)

1.5. JUNIOR OPEN

Age: Drivers aged from the year of their 12th birthday up to 15 years
Engine: Single Yamaha KT100S engine or IAME KA100 engine fitted with 22mm restrictor.
Weight: 120kg for KT100S engine and 130kg for IAME KA100 engine
Tyres: Dunlop DHH, MAXXIS Sport, MG AZ red. (MG AZ red and Maxxis sport only until June 30, 2025)

1.6. KT – KT100S + KA100

Age: Senior drivers aged 15 years and older
Engines: Single Yamaha KT100S engine or ARC 100cc air or water-cooled engine.
Single KA100 engine with 27.0mm restrictor.
Weight: KT100S 140kg Light / 155kg Heavy , KA100 145kg light / 160kg heavy
Tyres: Dunlop DHH, MAXXIS Sport or MG AZ red. (MG AZ red and Maxxis sport only until June 30, 2025)

1.7. 125 TAG RESTRICTED

Age: Minimum age 15 years

Engine: The only eligible engines are the:

- IAME 125cc LEOPARD RL with 23.8mm restrictor,
- ROTAX FR125 Senior Max with 24.5mm restrictor,
- ROTAX FR125 Junior Max with 26.0mm restrictor,
- PRD 125cc Fireball with 24.5mm restrictor,
- IAME 125cc X30 with 23.4mm restrictor (pre 2018 specs)
  IAME 125cc X30 upgrade spec (ie with any upgraded parts) with 22.7mm restrictor
- PRD 125cc Galaxy with 24.95mm restrictor.
  Vortex Rok GP 125cc with 25.0mm restrictor

Weight: 155kg Light / 180kg Heavy

Tyres: Dunlop DHH, MAXXIS Sport or MG AZ red. (MG AZ red and Maxxis sport only until June 30, 2025)

1.8. 125 TAG

Age: Minimum age 15 years

Engine: The only eligible engines are the:

- IAME 125cc LEOPARD RL ,
- ROTAX FR125 Max,
- PRD 125cc Fireball ,
- IAME 125cc X30
  Vortex Rok GP 125cc
- PRD 125cc Galaxy.

Weight: 155kg Light / 180kg Heavy

Tyres: Dunlop DHH, MAXXIS Sport or MG AZ red. (MG AZ red and Maxxis sport only until June 30, 2025)

1.9. OPEN CLASS – ANYTHING ELSE

Age: Minimum age 16 years

Engine: 2 or 4 stroke engines in single or twin configuration. Single engine capacity must not exceed 145cc for 2-stroke or 250cc for 4 stroke. Twin engines total engine capacity must not exceed 255cc for 2-stroke.

Exhaust systems are a non tech item but must have some silencing capacity.

Single speed drive engines only, ie no shifter karts, no DD2's..

Weight: single engine 155kg, twin engines 173kg minimum kart and driver.

Tyres: Open tyres .

1.9A OPEN SHIFTER CLASS

Age : Minimum age 16 years

Engine: 2 stroke single cylinder engines with gearbox, maximum 6 speeds with engine capacity under 145cc. IAME Super and Super shifter under 175cc.

Exhaust systems are a non tech item but must have some silencing capacity. 4 wheel brake systems are compulsory.

Weight: Up to 145cc 173kg , IAME Super/Super Shifter 187kg minimum kart and driver
Tyres: Open tyres.

The Open Shifter Class karts will only be raced at circuits over 750m long.

1.10. STATESMAN 125

The purpose of this class is to allow a wide range of competitors in the over 40's age bracket to compete in a single class regardless of weight. By using different restrictors the performance of the kart is normalised from 160 kg to 200kg within a single race.

Age: Drivers who are at least 40 years of age, female drivers may be at least 35 years of age.
Engine: Restricted 125cc TAG engines with variable sized restrictors by weight as per below:

-**Rotax 125:**
-160kg with a 22.8mm restrictor
-170kg with a 23.6mm restrictor
-180kg with a 24.5mm standard restrictor
-190kg with a 25.5mm restrictor
-200kg with a 26.0mm restrictor

X30: original
-160 kg with a 22.1mm restrictor
-170 kg with a 22.4mm restrictor
-180 kg with a 23.4mm standard restrictor
-190 kg with a 25.0mm restrictor
-200 kg with a 25.5mm restrictor

X30: with 2018 upgrade pipe and/or carb (still under test, may change at any time)
Using an un-restricted manifold with a restrictor plate as follows
-160kg with a 20.6mm restrictor (with an unrestricted manifold)
-170kg with a 21.5mm restrictor (with an unrestricted manifold)
-180kg with a 22.7mm homologated restricted manifold
-190kg with a 23.4mm restrictor (with an unrestricted manifold)
-200kg TBA

Junior Max:
-160kg with a 23.6mm restrictor
-170kg with a 25.1mm restrictor
-180kg with a 26.0mm standard restrictor
-190kg with a 27.0mm restrictor
-200kg TBA

RL125: with green ignition module AKA20L
-160kg with a 22.2mm restrictor

-170kg with a 22.6mm restrictor
-180kg with a 23.8mm standard restrictor
-190kg with a 25.0mm restrictor

All other engines at 180kg as below
PRD Galaxy with a 24.95mm restrictor
Fireball with a 24.5mm restrictor
RL125 with Black Ignition Module with a 23.0mm restrictor
Vortex Rok GP with a 25.0mm homologated restricted manifold

Tyres: Dunlop DHH, MAXXIS Sport or MG AZ red. (MG AZ red and Maxxis sport only until June 30, 2025)

1.11 4 Strokes.

All 4 stroke engines as listed will be allowed to race. These are the Subaru KX21, Torini Clubmaxx 210 , Briggs & Stratton LO206, Briggs & Stratton Animal, Honda GX200.

Age:
MiniRok: 7 to 12 years
Juniors : From the year of their 12th birthday up to 15 years
Seniors : Minimum age 15 years.
Weight: Seniors 150kg Light / 170kg Heavy , MiniRok 110kg , Juniors 130kg minimum kart and driver.
Tyres : Dunlop DHH**,** Maxxis Sport, VEGA VAH, Maxxis Super Sport or MG AZ red. (MG AZ red, VEGA VAH, Maxxis Super Sport only until June 30, 2025)

2. TECH RULES

SUMMARY

In this section you will find Technical Rules relating to:

- Weights
- Engine Specifications
    - KT100J
    - KT100S
    - Tag 125 engines
- Kart Formula

2.1. WEIGHTS

2.1.1. Approved and supplied scales shall be capable of weighing both Kart and Driver. The scales are to be set out on a level concrete pad and the base of the scales is to be bolted to the pad. The scale platform is to be to standard specifications. Karts are to be weighted in one direction, which is to be clearly indicated on the scales. Driver must stand as close as practical to the centre of the kart to weigh total combined weight.

2.1.2. A person who contravenes the weights specified in the class rules will be guilty of an offence and be liable to penalty. Penalty is loss of points for heat.

2.1.3. Weights must be attached to the frame or seat only. Weights less than 3kg must be fastened with a minimum 8mm high tensile bolt and locknut. Weights above 3kg must be fastened with a minimum of two 8mm high tensile bolts and locknuts.

2.1.4. No additional weight is to be carried on person. Penalty is exclusion from the event and immediate loss of license for up to 3 months.

2.1.5. It is the driver's responsibility to ensure the combined kart and driver weight is above minimum weight specified for the nominated class. Scales shall be available for drivers to use at all times. Officials may check kart weights or kart and driver combined weight at any time during the race meeting.

2.1.6. Competitors must weigh to the scales of the day. Should a Competitor fail their first weigh test they may request one additional test. This reading shall not be questioned and will be considered correct. No further correspondence shall be entered into. Karts and Drivers may be weighed at any time.

2.2. ENGINE SPECIFICATIONS

FOR INFORMATION ONLY, THE KT100J ENGINE IS NO LONGER ELIGIBLE IN ANY CLASS.

2.2.1. KT100J Engine Specifications

This section covers the KT100J series engine which conforms to the Yamaha specifications as approved. Any alterations / modifications are strictly prohibited except as specifically authorised within these rules.

External Modifications:
External modifications which do not in any way effect a performance gain are legal.

Internal Additions:
No additional material may be added except in the case of engine repairs and shall only restore store engine or components to original specifications excluding the cylinder
(The cylinder may be repaired except on the timed area and the cast areas of all ports).
The use of thermal barrier coatings/ceramic coatings on or in the engine/engine components and on or in exhaust components is prohibited. The use of anti-friction coatings on or in the engine/engine components is prohibited.

Legal Additions:
Shall be limited to the following: Chain guard, motor mount, direct drive gear, carburetor return springs, extension of carburetor jet needles, \ third bearing and adaptor, temperature gauge, tachometer, air-cleaner and adaptor. Clutches are allowed.

Non-Tech Items:
Are gaskets, seals, big end roller/cage, little end spacers, rings, washers, cages, fasteners, fulcrum spring (carburetor meter levering spring), spark plug and spark plug lead and cap gudgeon pins, main bearings, engine sprocket and key. a) Unless specified, non-tech items are to be of the same type and style as the original. No alteration from the original manufacturer's specifications is permitted to fit a non-tech item.
Head gasket/s must be retained.
Cylinder base gaskets are dimensionally free.
Carburetor base and phenolic spacer gaskets are dimensionally free.
Only crankcase half gasket may be formed from liquid gasket compounds.
Cylinder base adjusting shims/spacers may be of any material and must be of uniform thickness.
Spark plugs must have a maximum engagement length of 20mm (without the washer).

Displacement: The maximum piston diameter and stroke are: Piston-51.20mm Stroke-50.05mm.

Cylinder Ports:
All cylinder ports and passages must remain in as cast condition. No grinding is permitted at the junction of the cast iron liner and the aluminium passages. The only exception being the local grinding of the ejection pin protrusion in the inlet passage adjacent to the external cylinder face. No chamfer on port edges is permitted. Maximum diameter of inlet passage at the external cylinder face is 19.2mm.
Inlet tract length including gaskets from cylinder wall to carburetor gasket face is to be 53.00mm minimum to 56.00mm maximum including gaskets in front of and behind phenolic spacer.
Sandblasting, glass bead blasting, peening, acid etching, park eroding and/or any other method of metal removal or displacement is not allowed.
All machined surfaces may be re-machined as long as the engine is within any other specifications within the rules.

Cylinder Head: Must be original Yamaha casting.
The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be permanent and non-adjustable.
The combustion chamber style is required to have a squish band and chamber which are visually concentric to the spark plug. The combustion chamber volume shall be a minimum of (eleven) 11cc.
The combustion chamber/squish area shall not protrude beyond the gasket sealing face of the cylinder head.
The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.
Repairs to the spark plug sealing face must be by addition of weld material only and re-machining to a flat surface.

Piston: Must be approved and stock appearing.
Legal pistons are Yamaha, KSI or Strike with cast piston crown or Strike Evolution 1 with machined piston crown.
These pistons must be approved and stock. The chamfer on the skirt of the piston is to be not more than 0.9mm maximum. It is permissible to notch the piston to allow for earless circlips.
The piston skirt length may be machined, provided its length must be of equal distance on both sides.

Connecting Rod: The connecting rod can be either of the following: Yamaha (P/N 397-11651-00, P/N 50w11651-00, P/N 787- 11651-01, P/N7f6-1l651-02 or KSI.

Crankshaft:
Must be stock and have a minimum width across the top of the crank wheel of 48.8mm. Plugging of the counter balance recesses, shot peening, polishing is forbidden. Crank pin is to be the standard solid pin. It is permissible to recondition the crankshaft main shaft by plating. The minimum diameter of the crankshaft is 92.7mm. Repair of the drive side crankshaft end, where the threaded section has broken off by drilling and tapping the centre of the crank to accept an M6 or M8 screw. (See below)

Crankcase:
The crankcase ports will remain as cast. The minimum chordal distance measured with a vernier caliper across the widest section of the transfer ports shall be 81.5mm minimum (as per diagram). Existing crank-cases that are narrow may be spaced with a thicker gasket.

Ignition:
Must be external rotor type and OEM supply. Both C.D.I. and T.C.I, ignition units and stator coils as supplied by Yamaha are eligible. No modifications or internal repairs to the "black box/control module" or stator coils on the TCI and CDI ignition systems with the exception of the spark plug lead, which can be repaired externally only are eligible.
No C.D.I. unit shall vary more than one (1) degree between 5,000-RPM and 10,000 rpm. It is permissible to repair/replace the connector for both CDI and TCI modules and mating wire.
Maximum inside diameter measurement of the ignition rotor to be 62.00mm.

Carburetor:
Must be Walbro WB Series conforming to dimensions (as per diagram). (Note: WB24 Model is not eligible).
Manufacturer - No additional holes or machining is permitted except:
(a) It is permissible to machine the Walbro carburetor body to:
(i) Conform to dimension E, (ii) Conform to dimension C, (iii) Accept an O-ring for the low speed jet.
A threaded butterfly screw must be retained, countersunk screws are not permitted. Butterfly and shaft must be as manufactured. It is permissible to repair the inlet seat and throttle shaft bore in the Walbro carburetor. It is permissible to enlarge only existing fuel/air holes, but they may not be deleted or relocated. All air must pass through the carburetor venturi.

Measurement Code:
(i) As cast maximum Venturi diameter 24.13mm.
(ii) As cast (area will extend from the front of the carburetor to the progression discharge jet which must have all or portion of this jet in the cast area).
(iii) Maximum downstream diameter 25.7mm.
(iv) Butterfly shaft must be located at the bore centre.
(v) Minimum carburetor body length of 37.5mm. Must be factory finish inside

Pressured Fuel Systems: Additional fuel pump or pressurised systems are forbidden. Squeeze type pump between the fuel tank and carburetor is permitted.

Phenolic Spacer: To remain as molded by Yamaha factory and conform to the diagram below. Drilling of the phenolic spacer mounting holes is permitted. Sealing face may be re-faced.

Exhaust Header Pipe:
This item is not restricted to the original manufacturer but must completely conform to the type (style) of the original header pipe. Inside diameter must be parallel. Length 120mm minimum. Maximum inside diameter of 36mm, minimum inside diameter 34mm. Modifications to fit exhaust gas temperature

gauge sensor is permissible. The exhaust gases must pass through the area from piston to muffler in the manner in which the original manufacture intended. No additional parts/paths allowed within that may gain performance.

Exhaust Muffler: Muffler must be Powermac AKA14 .

Exhaust Header Studs: Must remain in their original position.

Internal Parts: The internal parts must be finished as per Yamaha factory specifications.

Engine Measuring Procedure:
The Gauges have been designed to make engine measuring quick and easy. If an engine fails when measured with the gauges, the competitor may request that the engine be re-measured using Master Gauges held by the Technical Officer.

2.2.2. KT100S Engine Specifications (ARC engines will follow similar specifications)

This section covers the KT100S series engine which conforms to the Yamaha specifications. Modifications are permitted.

Engine: Single KT100S Piston Port Engine only as manufactured by Yamaha with standard external appearance (no left hand conversions) from carburetor inlet to barrel exhaust outlet.
Piston port engine must retain piston induction only (no reed or rotary induction allowed). External modifications, which do not in any way affect a performance gain, are legal. Maximum piston diameter is 55.00mm.
The use of thermal barrier coatings on or in the engine/engine components and on or in exhaust components is prohibited.

Legal Additions: Legal additions shall be limited to the following: Air cleaner, chain guard, motor mount, direct drive gear, extension of carburetor jet needles, carburetor return springs, third bearing and adaptor, temperature gauge and tachometer, fin dampeners, fasteners, gaskets, joiners in spark plug leads, non-original spark leads, carburetor diaphragm cover breather pipes, air cleaner mount, non-original spark plug caps are allowable. Clutches are allowed.

KT Ignition: The standard KT 100S (unmodified) ignition to be used, the fitting of the following modules as an alternative to the standard KT 100S ignition module is permissible: Yamaha, Victa, Atom, Delta, Wei/Shieh, Sig, Nova, PRD, and TCI are permitted. Ignition key is a non-tech item. The rotor must be OEM with no modifications. The rotor outside diameter may be cleaned or lightly sanded but no additional machining is allowed.

Crankshaft: Crankshaft must be the original KT 100S with a maximum stroke of 46.20mm

Connecting Rod: The connecting rod must be original KT100S, KT100J or KSI.

Exhaust Header Pipe: This item is not restricted to the original Manufacturer but must comply with the type (style) of the original header pipe.
Inside diameter must appear parallel. Maximum inside diameter of 36mm. Modifications to fit exhaust temperature gauge is permissible.

Cylinder: The cylinder must be of original Yamaha KT 100S manufactured materials only unless otherwise specified.
The cylinder is not to have any additional / removable inserts/passages / tubes or dividers of any type. Porting is allowable but must be only to the existing ports in their original intended layout. No additional ports or plugging of any ports. Threaded inserts are permissible to repair existing threads; studs may be replaced with bolts in existing location. Re-machining of all factory machined surfaces is permissible.

Carburetor: Must be WB series Walbro, minimum carburetor body length of 37.5mm

Inlet Tract Length: Minimum inlet track length shall be 63mm measured from the outer carburetor adaptor face to the piston wall. Phenolic spacer and alloy adaptor must be retained. Gaskets may be added to achieve the minimum dimensions.
Pistons: Approved are Strike, H Piston (this piston has a graphite coating), Yamaha, KSI, KSI MkII, JDP/Vertex, ARC (forged and cast), Burris.

2.2.3 TAG 125cc engines.

All engines to be run to their current homologation.

Non-technical items are battery, fuel filter, radiator hoses, clamps, pulse line, switches, ancillary mounts, fasteners, circlips, washers, bearings, spark plug, spark plug cap, gaskets, O-rings, springs, seals, clutch drum, engine sprocket, rings, starter motor and clutch flywheel. No alteration from the original manufacturer's specification is permitted to fit a non-technical item.

KART FORMULA

Chassis

Wheelbase: shall be a maximum 1270mm and a minimum of 1000mm, except Midgets/Rookies and MiniRok classes may have a minimum of 900mm.

Track: Maximum width for a kart shall not exceed 1400mm.

Height: Maximum height for a kart shall not exceed 710mm from the ground

Wheels and Tyres: Four wheels only with 5" rim diameter, no chemical tyre traction treatments are allowed to be used. All 4 tyres on the kart must be the same type and compound.
Open class karts if presented as Vintage may use wheels with 6" rim diameter.
Any compound and make of 5" rim diameter wet weather tyre may be used if the circuit is declared wet by the Stewards.

Axle: Rear wheels to be driven by a one-piece axle shaft only. Axle must not protrude beyond the tyre. Hollow steel axles to be a minimum of 2.75mm wall for 39.0mm or less and a minimum of 2.0mm for 39.1 mm and above. Only holes for the purpose of mounting keyways are allowable. Rear axle must be steel.

Frame: All kart frames to be in sound condition. Chassis to be constructed of metal and be manufactured from a minimum of 1.6mm Chrome Moly or 2.0mm low carbon steel tube.
Bumpers must be fitted and made of tubular steel. Front to be a minimum of 15.0mm and maximum 20.0mm with a wall thickness of 1.6mm minimum and 2.4mm maximum. Front bumper maximum height to be 200mm measured from the bottom of the lower bumper to the top of the upper bumper.
Rear to be a minimum 18.0mm and maximum of 30.0mm with a wall thickness of 1.6mm minimum and 2.4mm maximum. The rear bumper maximum height to be 250mm measured from the bottom of the main chassis rails to the top of the bumper.

Bodywork: The only permissible bodywork or aerodynamic aids are sidepods, Nassau panel, nosecone and rear plastic bumper, and must be made from shatterproof / non-metallic material. Fibreglass Nassau panel must be chopped strand matting type. If plastic, it must be non-splintering.

Sidepods and nosecones are <u>compulsory</u> for all classes. Rear plastic bumper is <u>optional</u> in all classes.
The sidepod shall consist of two side members and a top and bottom section, as supplied by the manufacturer, or CIK approved items. No additional materials or panels are to be fitted to the outside or top surface of the side pods, other than decals or competition timing equipment as directed. Modification for side mounted carbureted engines accepted.
The sidepods are not to be used as fuel tanks or to support ballast.
The sidepods must be a separate item to the under tray.
Sidepod mounting bars must be bolted, or safety wired if spring mounted, at all fixing points and are to be attached at a minimum of two points to the chassis. Mounting bars are not to protrude past 75% of the inside width of the pod and must have no open ends facing outward. Any open ends must be radiused.

Tube diameter of sidepod mounting bars to be a minimum of 18.0 mm, steel bars to be a minimum thickness of 1.5 mm and 2.4mm maximum. Aluminium bars to be a minimum thickness of 2.0mm and 3.0mm maximum.
Bars on the outside surface of the side pods are not permissible.
Drilling of side pod components for lightness is not permitted.

Nose Cones: Are compulsory in all classes. Must be made from plastic only and must be non-splintering and non-shatterable. Nose cone must be able to be removed without the use of tools.

Dimensions: With the front wheels in a straight ahead position, the sidepods must be inside the plane covering the outside of the front and rear tyres. Ground clearance must be a minimum of 25mm and fill a maximum of 70% of the distance between the tyres, measured at centre line of the tyres. The front tyre must not make contact with the pod.
Nassau panel may be no wider than 500mm, no higher than 50mm above the steering wheel and must not restrict the driver.

Clutch: Clutches are permitted in all classes. All engines fitted with a clutch must have an ignition kill switch.

Brakes: Brakes must be foot operated through the two rear wheels. No front brakes allowed, except in the Senior Open class they may be fitted by personal choice, or in the Senior Open Shifter class where front brakes are compulsory.
Disk brakes only. Brakes must be able to stop the kart. The wheels must not turn when the brakes are applied by hand.
Where only bolts retain brake pads, the bolts must be drilled and a safety wire affixed or if split pins are used they are to be in manufactured condition with a minimum diameter of 3mm.
All brake cables must be multi-strand steel wire of 2.25mm minimum diameter and must be fastened by a machine swaged fittings or by positive methods that cannot cut into the wire. Brake pedal rods are to be a minimum of 6mm diameter solid steel if the threaded ends are cut into the rod or 5mm solid steel if the threaded ends are rolled on the end of the rod.
All brake systems to have backup safety cable.
All brake system and pedal mounting bolts must be of high tensile material.
Drilling of brake components (excluding brake discs) for lightening is not permitted.

Steering: Shall be effected by the operation of a full wheel. The steering wheel boss is to be manufactured of metal (no plastic).
The steering shaft is to be a minimum of 18mm diameter and have a minimum wall thickness of 1.5mm if tubular. The steering shaft shall have a locking collar device securely fitted within 5mm of the lower edge of the upper steering shaft bush, or a safety washer under the lower spherical bearing (depending on style of column fixtures).
The tie rods are to be a minimum of 8mm steel rod or 12mm outside diameter aluminium. An engaged thread length minimum 8mm is required between the tie rod and rose joint.
Rose type joints of peg, plastic/nylon, and or pressed metal type are not permitted.
The drilling of any steering components for lightness is not permitted.

Under-Tray: Shall be of non-perforated sheet of a minimum 1 .2mm for steel and aluminium, or 2.0mm for fibreglass. From a seated position the floor-tray shall have no void large enough to permit any part of the driver's body to pass through.
The edge of the floor-tray must not extend beyond the inside of the chassis rails or protrude below the bottom of the chassis, and cannot be drilled for lightness.

Chain Guards: All karts must be fitted with plastic or metallic chain guard that protects the driver/crew in the event of a chain breakage or prevent the driver/crew from trapping their fingers in the chain. It must be fixed at two points to cover chain and prevent the guard from being dislodged. Chain Guards that do not connect to the engine sprocket guard will have a maximum of 30mm gap between the chain guard and the engine sprocket guard on the motor. The engine sprocket guard must give sufficient front and side protection to prevent the driver/crew from trapping their fingers in the chain.
Engines with flywheels on the outside of the kart must have a guard covering the flywheel.

Fuel Tank and Fittings: The only permitted tanks are those purchased from a kart manufacturer designed for carrying fuel. Aluminium or metallic materials can be used with a minimum thickness of 1.6mm. No plastic/aluminium /stainless steel food or drink container of any type or design is permitted. The fuel tank shall be securely mounted to the floor tray or chassis positioned between the drivers legs and the floor tray. An overflow bottle must be fitted as to prevent spillage. All fuel lines must be clamped or wired on.

Suspension: Any suspension devise, either elastic or hinged is prohibited. No jacking aids are permitted.

Exotic Compounds: Carbon Fibre Compounds may only be used in seats, Nassau panels and floor-trays. Exotic elements such as titanium are banned.

Seats: All seats are to be in sound condition. A metal plate 35mm minimum diameter of 1.5mm thickness shall be placed between the seat and the four main seat mounts.

Exhaust: There must be no less than two springs between the header and muffler and at least two springs holding the muffler to the chassis. Rotax 125 Max mufflers may be bolted to the chassis. The muffler must not protrude outside the rear wheel track. All mufflers to be fixed with multi-strand wire (i.e. throttle cable) between the muffler and chassis.

Inlet silencers: Are compulsory in all classes. Silencer to be used in accordance with engine homologation.

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

Transmission: All systems of varying the drive ratio in motion by torque manipulation are forbidden in all classes except Senior Open Shifter class. Front wheel drive systems are forbidden.

Transponders: Transponders may be used at some events, this will be evident in the online entry page. Any driver without their own transponder can request to loan one. The loan transponders will be supplied at no charge, and will include the required mounting bracket.

Number plates and Numbers: Two digit numbers only to be used. Rear number plates shall be flexible material with a flat surface that is a minimum of 200mm square, the same colour as per the class enteredThe numbers must be a minimum of 10mm from the edge of the plate and with a minimum 10mm gap between double digit numbers.
Nassau panel and plastic rear bumper backgrounds are to be a minimum of 200mm high and 200mm wide. The numbers must be a minimum of 10mm from the edge of the plate or flexible material 145mm high and a minimum of 20mm thick.
Side numbers on karts are compulsory, displayed on the outside of the sidepod.
Side number backgrounds must be a minimum of 160mm wide and 140mm high, with numbers which must be a minimum of 100mm high and a minimum of 15mm thick. The numbers must be a minimum of 10mm from the edge of the background and a minimum 10mm gap between double digit numbers. All numbers are to comply with the colours of the particular class being raced without highlight lines or borders. Letters are not to be used on plates.
State Championship placegetters, ie 1st, 2nd and 3rd, may run a red number plate with white numbers in the class in which the driver placed at the State Championship. The driver can race with either their chosen number or with the finishing position as their racing number. This can be used from the day after the driver took the placing until the completion of the following year's championship event.

Racing numbers.

Class	Number plate Background / Number Colours
Midget	White plate/red numbers
MiniRok	White plate/red numbers
Rookie	White plate/red numbers
Junior J	White plate/black numbers
Junior Open	White plate/black numbers
All Senior Classes	Yellow plate with black numbers

END