



Postal Address:
P.O. Box 8152, Cairns Qld 4870

Club Phone: 0409 324761

Website: www.cairnskartclub.com

Midget



Engines used by
Midgets/Rookies



Midget Class
ONLY
Comer S80



Midget & Rookie Class
KT100J
With Exhaust
Restrictor

❖ Cairns & District Kart Racing Club Inc.

Our track is located inside the speedway complex at Thompson Road Edmonton.

Edmonton Raceway



Track Facts: 408metres
7m wide
Bitumen Surface
Day/Night Racing
Clockwise or Anticlockwise

Race Season: February to November

We hope that the following information is comprehensive enough that it will help in your decision of joining our club.

❖ Karting!! It's a Family Sport

Karting is a Family Oriented Sport, it's not just about the driver, mum's, dad's, friends come to meetings and help out with the pit crewing or flagging (flag point) or any number of duties at the track, volunteering your services for the day is not compulsory BUT it is expected that a driver or his pit crew do at least one flag check point for that meeting, it does help to make the day run more smoothly. **VOLUNTEERS** assist us in running our meetings, they are our officials, scrutineers, starter, flaggies, lap scorers, canteen, clerk of the course, etc., and we cannot survive without them.

❖ How to get started in Karting!!

The very first thing would be to attend a Local Club Meeting, have a chat to some of the Drivers and Pit Crew. Have a good look around, determine whether you would feel comfortable with this sport, and ask questions about running of the races, rules and regulations.

- Do you want to attend local meetings only?
- Are you prepared to travel to gain further experience in driving and track setups? Remember that if you travel your budgeting for the year will change dramatically, depending on how far you travel and how many extra meetings you will attend for that calendar year.
- Would you prefer to Officiate? Voluntary Positions are available i.e. Steward, Grid Marshall, Starter

❖ Choosing a Class

After determining that this is the Sport for you the Next step is to determine what class you will be racing because choosing your equipment depends on this choice. The three things to look at when choosing your class are:

- The age of the driver (starting age is 7 years)
- How much the driver weighs
- How much you will budget for the sport, including set-up and on-going running costs. Karting is fundamentally the cheapest form of motorsport.

Junior



Engines used by Junior Class (No restrictors)



Jnr Nat Light & Heavy
KT100J



Sportmans Class
'B' Grade License
ARC Spec 100



Clubman Class
Sportsman Class
'B' Grade License
KT100S

AN INTRODUCTION TO THE CLASSES RACING

Classes raced locally are underlined

Spirit & Intent The purpose of the Midget and Rookies classes is to teach young people to drive karts of restricted performance at limited cost.

<u>Midget</u>	<p>Midgets range in age from 7 to 11 years of age.</p> <p>They drive pull start centrifugal clutch Comer S80 (6hp) or direct drive Yamaha KT100J Engine with exhaust restrictor. Combined weight of Kart and Driver (in full race gear) – 90kgs. The KT100J (9hp) engines in these classes use an exhaust restrictor to reduce power. Chassis are usually smaller than junior or senior karts</p>
<u>Rookie</u>	<p>Rookies are 10 to 12 years of age.</p> <p>They drive Yamaha KT100J (9hp) Engines fitted with restrictors. Combined weight of Kart and Drivers (in full race gear) 105kgs. Speed approx: 90kph</p>
<u>Junior</u>	<p>Juniors are 12 to 16 years of age.</p> <p><u>Light</u> – Combined weight of Kart and Driver (in full race gear) 120kgs Speed 100kph</p> <p><u>Heavy</u> – Combined weight of Kart and Driver (in full race gear) 140kgs Speed 100kph</p> <p>They drive Yamaha KT100J (9hp) Engines. There are no restrictors required in the Junior ranking's</p> <p>Clubman – Combined weight of Kart and Driver (in full race gear) 135kgs Speed 110kph This class has Yamaha KT100S (15hp) Engine and a "B" grade license as a minimum is required.</p> <p>Sportsman – Combined weight of Kart and Driver (in full race gear) 135kgs if kart has a Yamaha KT100S (15hp) Engine and 140kg if kart has an ARC Spec 100A. (17hp) "B" grade license as a minimum is required. Speed 110kph</p>
<u>Senior</u>	<p>Seniors are drivers 16 years of age and over. Over 50's require a medical clearance to race.</p> <p><u>Light</u> – Combined weight of Kart and Driver (in full race gear) 140kgs</p> <p><u>Heavy</u> – Combined weight of Kart and Driver (in full race gear) 155kgs</p> <p>This class uses a Yamaha KT100J (9hp) Engine.</p> <p><u>Clubman Light</u> – Combined weight of Kart and Driver (in full race gear) 140kgs</p> <p><u>Clubman Heavy & Over 40's</u> – Combined weight of Kart and Driver (in full race gear) 160kgs</p> <p><u>Clubman Super Heavy</u> – Combined weight of Kart and Driver (in full race gear) 180kgs</p> <p>Clubman/Sportsman classes use KT100S (15hp) or ARC Spec 100A Engines (17hp).</p> <p><u>Rotax Light</u> – Combined weight of Kart and Driver (in full race gear) 160kgs</p> <p><u>Rotax Heavy</u> – Combined weight of Kart and Driver (in full race gear) 180kgs</p> <p>This class uses a 125cc (28hp @11,500rpm) water-cooled, self-starting engine.</p>
<u>Race Numbers</u>	
Midgets & Rookies -	Red Number on a White Background
Juniors -	Black Number on a White Background
Seniors -	Black Number on a Yellow Background

Senior



Engines Used by Seniors



Snr Nat Light & Heavy
KT100J



Clubman Class
Sportsman Class
KT100S



Sportmans Class
'B' Grade License
ARC Spec 100



Rotax Light & Heavy
Bomraider **Rotax 125cc**

❖ Protective Safety Gear

It is compulsory for competitors to have the correct safety gear for each meeting and to keep their gear in good order.

- Approved full face helmet with visor (Australian Standards) AS1698 or as per AKA rule book. Helmet should be a close fit, when fitted should have no side to side movement, when turning your head make sure that you can see over each shoulder. Visors must be worn at all times.
- Gloves full fingered protection must be worn by all drivers
- Boots that cover your ankles
- Racesuit – One piece with full-length sleeves and trousers securely fastened at the neck, wrists and ankles. Press stud overalls not permitted
- Earplugs (Compulsory) unless helmet is manufactured with noise reducing earmuffs.
- Neck Brace, Rib and/or Chest Protectors – Strongly Recommended
- Long Hair to be retained by the use of a hair net, balaclava.
- Pit Crew and any Spectators in Pit Area MUST wear enclosed shoes.

❖ Kart Dealers

Your local Kart Dealers carry a full range of safety gear and karting tools

- **Kart City** – Gary Russell Ph: 07 4035 1353
Engine Building / Tuning /Blueprinting
Large range of Parts & Accessories and Advice
Agent for Tony Kart, Arrow / Yamaha and Max Engines
- **Complete Kart Service** – Glen Stallbaum
Ph: 07 4044 2772
Agent for Tony Kart / Spares, Parts and Advice
- **Ultra Hot Racing** – Don French Ph: 07 4036 2770
Paul French Ph: 0407 181 704
Agents for: CRG, ENERGY, MIR & Kart Care
- **Revolution Racegear** – Ph: 07 4035 5100
Racing Apparel

❖ AKA Affiliated Kart Tracks in North Queensland

Bitumen	Dirt
Cairns	Charters Towers
Townsville	Mount Isa
Mackay	
Rockhampton	
Gladstone	
Bundaberg	

❖ How Much does it Cost

Approximate estimation for a year of club racing \$3,000 - \$7,000, not including initial starting costs.

Approximate estimation for a year of competitive racing \$7,000 - \$20,000 this includes competing at State and National Titles, and travelling to selected events throughout the year.

- Includes tyres (wet & dry), engine rebuilds, sprockets, carby rebuilds, side pods, nose cone, exhaust pipes, chains, crash bars, axles (various soft, hard, medium, etc), petrol, oil, lubricants, cleaning products, bearings, accommodation, food/drink, trailer maintenance.
- If budget is not a problem, purchase new.
Talk to your local Kart Dealers if looking for Brand New Kart, or even 2nd hand kart/s.
Purchasing a kart New or 2nd hand is dependant on how much you want to spend, what class you are going race. (Different length in Chassis from Midget to Junior and Seniors).
Check in your local newspaper for sales, go to a race meeting and ask around, someone will most likely know someone that has a kart for sale, check out the kart magazines, club newsletter or web page.
- Budget constraints than purchase 2nd hand, have a good look at it to determine how much you will have to spend to bring it up to scratch. If you look at a kart that is still competitive and the driver will be moving up into another class i.e., Rookie to Jnr to Snr, they will most likely look at upgrading, if you take note of how the kart is looked after and treated by the driver and pit crew you can determine whether you will be outlaying a lot of dollars or not.
Make sure that you see the kart and have a good look at the frame for any fatigue like cracks, etc., is the chassis clean or dirty, look underneath for any wear on the chassis frame, check the steering does it feel free and have a sit in the seat to check for fit and leg length. If you are just getting started then get advise from someone in the sport or ask them to go with you to have a look at the kart.
- How are you going to get the kart, trolley, tools, etc., to the track to race? Will you need to purchase a trailer?

Karts New		\$
Kart Rolling Chassis Depends on whether you purchase with or without a motor		Approx. \$3,000 - \$4,500
Karts 2nd Hand		\$
Kart Rolling Chassis Depending on whether you get the motor or not, plus can get spares, trolley etc.		Approx. \$1,500 - \$3,000
Protective Gear		
Helmet with Visor	Range in price from \$300 - \$2,000	
Race Suit	From \$300 - \$1000	
Gloves	From \$50	
Race Boots	From \$135 - \$175	
Neck Brace	From \$40	
Rib and/Chest Protector	From \$60 - \$160	
Other Items		
Kart Stand/Trolley	\$150	
Kart Push Trolley	\$170	

Approximate Yearly Budget based on club meetings only does not include initial outlay	
Nomination Fees – 12 race meetings	\$540 Juniors, \$660.00 Seniors
Tyres –(set) front & rear	\$215 Nat, \$235 Club, \$250 Rotax
Sprockets (3 Rear, 1 Front)	\$100
Oil / Petrol	\$180
Spark Plugs (5)	\$70
Chains (3)	\$150
Carby Kits (2)	\$60
One Full Engine Rebuild	\$500
Miscellaneous Parts	\$150
Approx. Weekly Budget	\$51.00 to \$67.00 / week

❖ **AKA Licence Fees – (as at 1 November 2005)**

Licences are required at all AKA affiliated club tracks. Licence fees pay for the administration of the sport and injury insurance. Some private (non club) tracks do not require licences so the risks are all yours. AKA Licence fees and Club Membership fees are due once a year.

New members joining the club are Provisional 'P' drivers have a 'P' on his/her number plate. All Provisional 'P' drivers are grided at the back of the grid for each race until such time as they have had their licence endorsed, 4 times for (Midgets/Rookies/Juniors), and, 3 times for (Seniors), by a steward of each meeting, give Licence to race secretary for sending to AKA for upgrading to a 'C' class licence.

Midgets / Rookies / Junior must complete a Flag Questionnaire with a Steward prior to starting first race. Seniors do their Flags at a flag checkpoint prior to their first race meeting.

New Licence – Provisional

Midget / Rookie / Junior \$240.00 (Includes cost of Manual)
 Senior \$240.00 (Includes cost of Manual)
 Practice /Recreational \$180.00 (Practice Only – must join Club – Includes cost of Manual)

Licence Renewal

Midget / Rookie / Junior \$220.00
 Senior \$220.00

❖ **Club Membership**

Initial Joining	Fees	Renewal	Fees
Midget / Rookie	\$70.00	Midget / Rookie	\$44.00
Juniors	\$80.00	Juniors	\$55.00
Seniors	\$90.00	Seniors	\$66.00
Associate Members	\$60.00	Associate Members	\$33.00

❖ **Race Day - Nomination Fees**

Midget / Rookie /Junior \$45.00
 Seniors \$55.00
 Second Class \$20.00

❖ **Come & Try Days**

Are held once or twice a year.

Photo from last Come & Try Day held Sunday 25th July 2004.

