

Getting Started 2021



**ELKC**

**EASTERN LIONS  
KART CLUB**

The Home of the  
**Junior Sprint Classic**

Seymour-Tooborac Rd, Hildene  
Victoria 3660

# WELCOME TO EASTERN LIONS GO KART CLUB (ELKC)

## The Club

ELKC is an incorporated Karting club managed and operated by volunteers. ELKC's main aim is to provide its members with first class sprint kart racing facilities which are safe for drivers, pit crew and their families. It's growth and improvement depends on the involvement and commitment of it's members. ELKC encourages all members to become more involved in the club rather than just racing. Open meetings take a great deal of organisation and assistance from the members to ensure they run successfully and profitably. The track and grounds are maintained at working bees. The more people who attend working bees and assist the faster the work gets done and shortens the length of time the track is closed for. Every member is expected to attend at least one working bee per year. The Club's growth and the tracks improvement is your responsibility as a member.

## Track Access and Guidelines

The racing complex is available to members most days between 9 am to 6 pm. **Wednesdays, ANZAC Day and Christmas Day are not permitted due to Council Noise Regulations.** Fines may be imposed for breach of contract and/or club memberships withdrawn.

To use the ELKC Racing Complex you must be a financial member of ELKC, hold a current Karting Australia/CAMS licence and observe the ELKC rules and regulations. Your kart and safety equipment must comply with relevant rules stated in the current Karting Australia Manual.

<https://www.karting.net.au/wp-content/uploads/2020/12/2021-AKA-Manual-V1-January-2021.pdf>

Lost or damaged keys must be reported immediately to the membership secretary, a fee of \$20 is payable for a replacement.

Locks and keys are changed annually. New keys are issued on an exchanged system when memberships are renewed. A \$20 charge applies for keys not returned when new keys are issued.

**Persons loaning keys to non-ELKC Members or members who are have not complete a Level 4 Officials course will have their keys revoked and they will not be re-issued**

Last person(s) with keys using the circuit must lock the Out and In grid gates and front gate.

Members agree to abide by the KARTING AUSTRALIA Karting Manual, KV Rules and Regulations. ELKC Incorporation Rules and the ELKC Rules and Regulations, as amended from time to time and available for viewing and / or downloading from our website.

## Canteen and Viewing Areas

ELKC features excellent clubroom facilities with a magnificent, sheltered viewing area over the track. The clubrooms incorporate a canteen which supplies a variety of hot and cold foods and Saturday night dinners on race weekends.

The canteen is open on race weekends:

- Saturday – 12 pm to 9 pm. Meals available most Saturday nights (dinner bookings are essential at the canteen)
- Sunday - 7:00 am to finish.

The complex features excellent open viewing areas. A children's under 12 playground is provided for your child's enjoyment. Please make sure an adult is supervising your child when using the playground at all times.

### Club Membership Fees for 2021

Type	Fee	Description
1. <b>FAMILY</b>	\$260.00	Husband, Wife & any number of family children
2. <b>SENIOR</b>	\$220.00	21 years of age and over as at 1 January
3. <b>JUNIOR</b>	\$155.00	7 years of age and under 21 years of age as at 1 January
4. <b>VINTAGE</b>	\$130.00	Vintage Kart Licence Holders only
5. <b>SOCIAL</b>	\$ 90.00	Any age, cannot drive a go kart at ELKC

### Other Fees & Charges

Type	Fee
1. <b>TRACK GATE KEY</b>	\$20.00
2. <b>CLUB RACE ENTRY FEE</b>	\$55.00
3. <b>SECOND CLASS ENTRY FEE</b>	\$35.00
4. <b>CAMPING FEES</b>	\$250.00 per year

#### Applying for a Licence

You can apply for a Karting Australian licence and membership through the Licences and Entries section on the Karting Australia website, [www.karting.net.au](http://www.karting.net.au). Please ensure you have a headshot photo and if under the age of 18 yrs a birth certificate to be uploaded during the licence application process.

#### Licences

Licences are divided into different age group categories.

**Cadet 9 Licence** from 6 to 9 years (maximum age is 10th birthday, must be 7 years old to compete)

**Cadet 12 Licence** 9 years of age to 12 years of age

**Junior Licence** 12 years of age to 15 years of age

**Senior Licence** Minimum 15 years of age

**E Practice** from 6 years up. Issued for social and recreational karting only. Drivers over the age of 7 can compete in 1 club day race meeting per year.

**Participants Licence** for parents/guardians of children under the age of 18 yrs

#### Cadet Licence

Additional Safety Training is required for first time licence applicants. All cadet aged drivers applying for their first competition licence are required to undertake at least 8 hours of supervised training/practice driving before undertaking their Observed Licence Session (OLS) at their chosen club. At all times while the driver is undertaking the required training/practice, they must be supervised by either:

- A parent who is the holder of a Participants licence; or
- A person who is 18 years or older who holds a current racing licence issued by or recognised by KA; or
- A driving instructor/coach who is recognized by KA.

The person supervising the New Cadet Driver's Practice sessions must complete the details of the practice undertaken on the new Cadet Driver Practice Log Form. This form must be provided to the Official who conducts the Driver's OLS before they are permitted to undertake the OLS.

## Participants Licence

If a Driver is under the age of eighteen (18) years old, a parent or guardian must apply for a Participants Licence. Entering a Minor into a Competition can only be done through the guardian/parent's Participants Licence or a Senior's Competition Licence that has been linked to the minors licence. Participants licences can be applied for on the Karting Australia website, this licence has no fees attached. A Participants licence number must be manually linked to your child/s licence via the (CMS) login account.

### Karting Victoria Licence Fees

Type	Fee
1. <b>COMPETITION LICENCE (NEW)</b>	\$315.00
2. <b>COMPETITION LICENCE (RENEWAL)</b>	\$300.00
3. <b>LATE RENEWAL</b>	\$315.00
4. <b>E PRACTICE LICENCE</b>	\$105.00
5. <b>LATE RENEWAL</b>	\$125.00
4. <b>VINTAGE</b>	\$55.00
5. <b>LATE RENEWAL</b>	\$60.00
6. <b>PARTICIPANTS LICENCE</b>	free

To help distinguish the different licence levels when at the track Senior drivers use a black on yellow number plate, Junior drivers use a black on white number plate and Cadet 9 & 12 drivers use a red on white number plate. E Practice and D grade licence drivers must also display a "P" plate on their kart at all times.

## Classes

The sport of Karting has classes that caters for all ages, weights, and experience levels. The classes below are run at majority of Karting Victoria race meetings. Series and State Championship classes are indicated below.

### Cadet 9 (6 – 9 years)

The purpose of this class is to teach young people to drive karts of restricted performance at a limited cost. Competitors use a 60cc two stroke engine such as a Vortex Mini Rok fitted with a restrictor plate or Comer SW80 engine with a clutch. Drivers aged between 6 are only able to practice, drivers must be 7 years of age before they are able to participate in a competition race.

Weight: minimum 99kg (kart + driver)

### Cadet 12 (9 – 12 years)

Using the same principal as the Cadet 9 class the Cadet 12's use a 60cc two stroke engine such as a Vortex Mini Rok (unrestricted), KT100J fitted with a restrictor plate or Comer SW80 engine with a clutch.

Weight: minimum 108kg (kart + driver)

### KA4 Junior (12 – 15 years)

KA4 Junior Light class – KA4 Junior Heavy class

With two weight divisions this class allows close competitive racing in karts with reliable engines (IAME KA100 Reedjet (fitted with a restrictor) or Yamaha KT100J) still fast enough to teach the basics of racecraft at a low cost.

Weight: minimum 128kg Light, 148kg Heavy (kart + driver)

### KA3 Senior (15+ years)

KA3 Senior Light/Medium/Heavy class

Utilising the 100cc air-cooled two stroke IAME KA100 engine.

Weight: minimum 149kg Light, Medium 169kg, 189kg Heavy (kart + driver)

Max weight of kart in Seniors Med/Heavy = 97kg.

### Vic Combined (TAG 125 Restricted) (Rotax, IAME X30, PRD Galaxy etc) (15+ years)

Caters for entry level competitors using push button or key start engines such as the Rotax MAX, X30 and PRD Galaxy engines fitted with a restrictor plate. The engines used in these classes are watercooled and are fitted with a clutch and provide an easy step from beginner into the more powerful 125cc Open categories.

Weight: **Light** Rotax (EVO) 167kg, all other engines 159kg. **Med** Rotax (EVO) 187kg, all other engines 179kg. **Heavy** Rotax (EVO) 207kg, all other engines 199kg.

### Victorian Combined Masters (Karting Victoria class) (40+ years)

This Division is in accordance with the TAG 125 Restricted Class Rules – Chapter 13 and KA3 Class Rules – Chapter 6 with the only amendment being the Minimum weights for the Masters Division which are as follows:

Weight: Rotax (EVO): 177kg, All other engines: 169kg

NOTE: The Minimum weight of a Kart fitted with a KA3 Engine may be adjusted throughout the year to achieve parity with the TAG 125 Restricted Engines.

### TAG 125 (Rotax, IAME X30, PRD Galaxy etc) (16+ years, Masters 40+ years) Minimum B Grade Licence

The TAG classes cater for push button or key start engines such as the Rotax MAX, IAME X30 and PRD Galaxy engines. The engines used in these classes are water-cooled and are fitted with a clutch.

Weight: **Light** PRD Fireball/Parilla/Cheetah 155kg, IAME X30 159kg, PRD Galaxy 160kg, Rotax Max 125 165kg. **Medium** IAME X30 169kg, PRD Galaxy 170kg, Rotax Max 125 175kg. **Heavy/Masters** PRD Fireball/Parilla/Cheetah 175kg, IAME X30 179kg, PRD Galaxy 180kg, Rotax Max 125 185kg

Class weights are subject to changes, refer to the KARTING AUSTRALIA Manual.

## Club Day Race Meeting Timetable

Club race meetings must be run to a tight schedule to fit all races into the day. Most events will be run according to the following schedule:

Day	Session	Time
Saturday (prior to race day)	Uncontrolled Practice	9 am to 5pm
Sunday (race day)	Gates open Controlled Practice Drivers Briefing Racing	7:00 am to 7:30 am 8:00 am 9:15 am 9:30 am onwards

### Scrutineering

All karts must comply to the Scrutineering and Kart Formula requirements as outlined in the current KARTING AUSTRALIA Manual at all times during practice and race events. All Safety equipment/rules must be adhered to and a completed KARTING AUSTRALIA Scrutineering Form must be submitted online prior to the event.

Your kart racing number must be clearly displayed in accordance with the kart formula in the current KARTING AUSTRALIA Manual.

### Transponders

Each Competitor must have a functioning MYLAPS compatible timing transponder fitted to their kart for the purpose of timing during each completion race. Each Competitor will at all times be responsible for the correct fitting, maintenance and operation of the transponder.

### Protective Clothing

General requirements applicable to drivers always whilst engaged in the act of operating a Kart and as set out in the KARTING AUSTRALIA Manual must be adhered to.

- **Helmet** – Must be of full face Must be of full-face type and not exceed 10 years from manufacture date.
- **Driving Suit** – Must be a one-piece protective item of clothing. Must be adequately secured at the neck, wrists, and ankles.
- **Gloves** – Must be securely fastened at the wrist. Must provide full finger protect. Must be resistant to abrasion.
- **Footwear** – Must be securely fastened. Must cover and provide protection to the ankles. Must be resistant to abrasion.

Long hair must be securely retained. All safety equipment should meet the standards set in the current KARTING AUSTRALIA Manual.

## Karting Terms

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

**Clerk of Course** - The Official(s) 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 system. 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, Clubrooms or over the PA system.

**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 returns after completing their on-track session. If directed by an Official, drivers (with their karts) will need to be weighed in this area before leaving, 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.

**Stewards Room** - A 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 Flags

Communication to drivers on a kart track is via safety flags and lights. These flags are like 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. 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.



**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 behavior. 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 if they are to return the 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.

Keep informed on the latest club news, important dates and working bee's.  
Working bees are a great way to meet other members and get more involved in your club.





## ELKC CONTACTS

Contact	Name	Email	Phone
President	Steve Pegg	<a href="mailto:president@elkc.com.au">president@elkc.com.au</a>	0438 570 755
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VKA Delegates	Justin Paragreen Steve Taylor	<a href="mailto:vkadelegates@elkc.com.au">vkadelegates@elkc.com.au</a>	0434 312 729 0448 197 555
Track Safety Officer	Michael O'Brien		0410 527 076
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Race Committee	Justin Paragreen, Ian Branson, Sarge Wilson Daniel Pegg, Steve Taylor Tony Baker, Luke Germanchis	<a href="mailto:racecommittee@elkc.com.au">racecommittee@elkc.com.au</a>	
Race Administration	Ross Harrod, Lorraine Cubbins Don Rossell, Brett Hughes, Glen Chadwick, Michele Pegg Lisa Jones		
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