



Home of Future Champions

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Ipswich Kart Club Inc.

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Getting Started in Karting

The purpose of this document is to try answer a number of questions asked by those looking to get into the sport of karting and to also offer some advice on the best way to go about it.

Come 'N' Try Days

Ipswich Kart Club runs regular Come 'N' Try days; the intent of these days is to give potential kart racers the opportunity to drive a real racing kart prior to committing to the sport. The club provides everything including safety gear race-wear and of course a kart. We will also provide a bit of driver instruction on the day. The cost is free. Keep an eye on our website to see when the next Come 'N' Try day will be held

If you require further information on Come 'N' Try days please contact either our Junior Vice President Nigel Smeaton jnrvicepresident@ipswichkartclub.org.au or our Junior Development Office Russell Innes jnrdevelopment@ipswichkartclub.org.au both will be happy to assist.

The Process

To start racing karts the process is outlined on the Karting Australia web page <http://www.karting.net.au/how-to-get-started-in-karting> it is basically join a club, get a licence, and buy a kart. If you would like to join our club go to our website <http://ipswichkartclub.org.au> where you will find lots of information. Click on the Membership renewal button to find membership forms etc. We are actually the largest kart club in the country.

New karters are limited to driving low to medium powered karts due to their racing licence restrictions. A new driver will start with a D class licence and progress to a C class licence after that driver has received four endorsements by the Clerk of the Course having been observed at four race meetings. A further six endorsements will result in the driver's licence being upgraded to a B class, at this point the driver is allowed to drive higher powered karts.

What to buy

As stated above, new karters are limited to driving low to medium powered karts due to their racing licence restrictions. Below are some suggestions on what constitutes a suitable kart depending on the age of the driver. When it comes to purchasing a kart it is a good idea to try and buy the newest kart your budget will allow.

Cadet 9 (Drivers 6 to 9 Years old)

Cadet 9 is the class for these drivers. In technical terms these karts are purpose built cadet karts with a minimum wheel base of 880cm but generally 950cm is a common size. The three types of engine approved in this class are the Vortex Mini Rok (with a 16mm restrictor), a SW80 Comer, or a Yamaha KT100J (with a 13.2mm restrictor). The Vortex Mini Rok is the only competitive engine these days however many beginners have SW80 Comers in this class. The tyres used in this class are Bridgestone DR1 YJL.

Cadet 12 (Drivers 9 to 12 Years old)

Cadet 12 is the class for these drivers. In technical terms these karts are purpose built cadet karts with a minimum wheel base of 880cm but generally 950cm is a common size. The two types of engine approved in this class are the Vortex Mini Rok (unrestricted), or the Yamaha KT100J (with a 16mm restrictor). The Vortex Mini Rok is the only competitive engine these days; the Yamaha KT100J is not commonly seen in this class anymore. The tyres used in this class are Bridgestone DR1 YJL.

KA4 Junior (Drivers 12 to 15 Years old)

KA4 Junior (light or heavy) is the class for these drivers. In technical terms these karts can either be a purpose built Junior kart with a 101cm wheelbase and a 28mm chassis or a Senior kart, the size of the drive is the major consideration here. Senior karts generally have a 104cm wheel base and are constructed out of 28mm, 30mm, or 32mm tube. A 28mm chassis is probably the most satisfactory for this class. Both junior and senior karts come with an assortment of axles sizes ranging from 30mm to 50mm; a 40mm axle is probably a suitable choice for this class. The two types of engine approved in this class are the lame KA100 (restricted), or the Yamaha KT100J (unrestricted). The lame KA100 is the only competitive engine these days; the Yamaha KT100J is not commonly seen in this class anymore and is not recommended. The tyres used in this class are Bridgestone DR10 YLR ROK.

Senior Classes (Drivers over 15 Years old)

There are two entry level classes suitable for seniors. If the driver is an adult of average size the most suitable class would be one of the TaG 125 Restricted classes, TaG 125 Restricted Light or TaG 125 Restricted Medium, or if the driver is light (and generally young) KA3 Senior Light would be a good choice. The classes are based on the combined weight of driver and kart so that no one has an advantage. In technical terms the most suitable karts are typically senior karts with 30mm chassis and a 40mm or 50mm rear axle. In TaG 125 Restricted they run a water cooled Touch and Go (TaG) engine with an exhaust restrictor, the most popular types of these are the Rotax Max 125 (Evo or Non Evo) or the lame X30 125; in the KA3 class the engine is an air cooled lame KA100. The tyres used in all these classes are Dunlop DFM. They are a good tyre and do not need to be replaced every race meeting.

How much do they cost

In the case of cadet karts you could expect to pay around \$1500 to \$2000 for a kart with a SW80 Comer engine. A more competitive package with a Vortex Mini Roc may cost upwards of \$3000. For a Junior kart fitted with lame KA100 engine expect to pay between \$2500 and \$5000. Likewise a Senior kart with a competitive engine will be priced somewhere between \$2500 and \$5000. Of course there are good and bad deals everywhere so this is only meant as a guide. Generally the newer the equipment the more expensive and the more competitive.

Where to buy a kart

So where is the best place to buy a kart? You could look on our classifieds facebook page IKC Classifieds <https://www.facebook.com/groups/237481623082595>, or kartbook <http://www.kartbook.net> but a better suggestion would be to purchase a kart through a kart shop. The reason for this is they will generally give you good advice and recommend a kart that suits you. They will also help you with setup and can even provide driver training. A good relationship with a kart shop will allow you to progress at a faster rate. Below is a list of kart shops in geographic order south to north.

Power Republic Currumbin <https://www.powerrepublic.com.au>

Kaos Karting Nerang <http://www.kaoskarting.com.au>

Pacific Kartsports Yatala <http://www.pacifickarts.com>

Project X Racing Slacks Creek <http://projectxracing.com>

G Force Karting Camira <http://www.gforcekarting.net>

Alf Capri Engines Fairfield <http://www.alfcapriengines.com.au>

Northside Kart Supplies Kedron <http://www.northsidekarts.com.au>

The cost of racing

In terms of cost it should average out at about \$500 a race meeting that's if you put new tyres on. Tyres cost about \$250 a set, entry fees are about \$70, practise days are about \$25, good two stroke oil is expensive, good chain lube is expensive, but most things are quite cheap.

