

***CREATING THE PATHWAY TO GROWTH, STABILITY
AND INTEGRITY IN AUSTRALIAN KARTING***

*KARTING AUSTRALIA'S
WHOLE OF SPORT REVIEW, AUGUST 2014*

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MESSAGE FROM THE BOARD

Since being vested with control of Australian karting on 1 September 2013 the Board and administration have been working diligently to build the foundations necessary to reshape and sustain karting for the long term.

It was apparent to us from the earliest time that our sport is in need of major cultural change.

We have recognised the need to put the fun and value back into karting for all to enjoy. We will constantly strive to raise and deliver upon the expectations of all people entering into and involved in the sport.

For karting to flourish, our endeavours must be to attract, retain and train people to our sport – both competitors and officials.

We need people in karting who share our values of

delivering and participating in healthy, safe, fun and value for money motor sport. People who are focused on what our sport can become – not what it was or what they thought it was. Sport that must be and will be conducted with integrity at all levels – at the events, on the race tracks, in the paddock and in the committee rooms of our Clubs and State Associations.

This ‘fresh eyes’ review of our sport has taken many months and involved broad consultation with our members and key stakeholders.

This report addresses, through a multi-faceted approach, six key principles that have largely gone missing from the sport of karting in Australia as it has developed:

Karting should be Fun.

The need for sustainable Growth.

The need to provide Value for money at all times.

The need for Simplicity in a sport that is at times overly complicated.

The need for the sport at all levels and in all places to be conducted with Integrity.

The need for improved Retention of competitors, participants, officials and stakeholders.

Significant and sustainable improvements in these six key areas, will position karting for growth, a healthy long term future and increasing relevance in the Australian motorsport and general sporting landscape.

We recognise that cultural change is not easy and that it will take time but we are prepared to build our new culture! For karting in Australia this is a time for leadership. We will do what is hard. We will do what is right. We will do what the sport has been crying out to be done for a long time.

There should be no place in our sport for those who

wantonly, abrasively and for no good reason seek to challenge those who will willingly work to achieve these goals. There should be no place for cheats or un-sportsman like conduct at any level!

This is the starting point in a long term plan. This is about our actions, our character, and our people sharing a belief that this is our sport - your sport, and that together we can and will make Australian karting the envy of the global karting world.

Nothing less will be acceptable.

Karting Australia Board and Chief Executive Officer



Mick Doohan
Chairman



Melissa Holzberger



Phillip Smith



Craig Denton



Chris Styring



Kelvin O'Reilly
CEO



COMPETITION – ENGINES, CLASSES, EVENTS

ENGINES

- The “IAME KA100” ReedJet engine will be introduced into competition for Junior and Senior Classes from the commencement of 2015.
- The “Vortex Mini Rok” engine will be introduced into competition for “under-age” competition (formerly Cadet and Rookie) from the commencement of 2015.
- The Rotax “Micro Max” and “Mini Max” engines will be introduced into the Rotax Pro Tour Series in 2015. They will become eligible for Club competition in 2016.
- The Yamaha J and S engines will be progressively phased out of National Championship and State Championship competition over the next few years.
 - o They will be removed from National Championship level from the start of 2015.
 - o They will be eligible for State Championships for 2015 and 2016.
 - o They will remain eligible for Club competition indefinitely.
- The Comer SW80 engine will be progressively phased out of State Championship competition over the next few years.
 - o They will remain eligible for Club competition indefinitely.
- TaG 125 will remain an open engine Class of competition.
 - o The “PRD Galaxy” engine will be approved for competition from the start of 2015.
- The 2014 KF2 CIKFA homologated engines (currently used in Europe) and limited to 15,000 RPM will be introduced into KF2 competition from the start of 2015.
 - o The current KF2 engine will remain eligible for competition with a limit of 16,000 RPM.
- The “Subaru KX21” engine will be approved for use in Endurance Karting activities sanctioned under Chapter 46 of the KA Rules.

CLASSES

- The Cadet Class will be renamed “Cadet 9”. “9” represents the last year of eligibility for competition.
- The Rookie Class will be renamed “Cadet 12”. “12” represents the last year of eligibility for competition.
- Club competition will feature all of the traditional KA competition Classes.

- State Championship competition will be conducted for 10 Classes out of 18 potential Classes.
- National Championship competition will be conducted for 7 Classes.
 - o Three will be CIK Classes.
 - o The remainder will be Karting Australia Classes.
- The National Championship “National Classes” will be single weight Classes as follows:
 - o Cadet 12 [new vortex Mini Rok engine]
 - o KA Junior [new IAME KA100 engine]
 - o KA1 (Senior) [new IAME KA100 engine]
 - o TaG 125.
- Cadet 12, KA Junior and KA1 will all feature competition for the new engines from the 2015.
- The KF2 Class will allow use of the current engine (limited to 16,000 rpm) along with the 2014 KF2 engines used in Europe (limited to 15,000 rpm.)

EVENTS

- A hierarchy of Competition will be established to recognise the importance of the different levels of completion in Australia so as to provide clarity of calendar priority as follows:

National Championship | National Series | State Championship | National Cup | National Trophy | State Series | State Trophy | Club Championship | Club Competition.

NATIONAL AND STATE CHAMPIONSHIPS

- Karting’s National and State Champions will be “open competition” and will be determined as a result of competition across multiple Championship events in a year.
- The National Championship will be known as the “Australian Kart Championship”. It will be contested over 6 rounds.
- The Rotax Pro-Tour will be designated as a “National Series”. It will be contested over 7 rounds.
- State Championships will comprise 4 events.
 - o The geographically larger states will be permitted flexibility to run zonal competitions.
- Eligibility to compete in State Championships will be determined by residence within the State and grade of competition licence held.



COMPETITION – ENGINES, CLASSES, EVENTS

- o The State Associations will be afforded suitable flexibility for their Championships within the designated national competition framework.
- The duration of Championship race meetings will be reduced:
 - o National Championship: 3 days.
 - o State Championships: 2-3 days.
- The distances used and the total kilometres covered in practice, qualifying and racing will increase for all National and State Championship events.
- In the interest of safety, a 110% of fastest qualifier rule is to be implemented for eligibility to race.
- No warm-up session will be permitted on any day of competition.
- Cadet 9, Cadet 12, KA Junior and all other Junior Classes will not be permitted to practice or qualify other than on a weekend unless the event is conducted during school holidays.
- Points from all heats and finals will all count to the Championship point score.

CLUB COMPETITION

- Clubs can run any Class* in Club competition days – including Rotax.
 - o *Micro Max and Mini-Max will be permitted in Club Competition as of 2016.
- Event duration 1 -2 days.
- A timed warm up or a qualifying of 5 minutes will be required in all Club competition.
- The new Pathway Engines will be introduced to the relevant Classes as from 1 January 2015.
- All Classes will be conducted using the currently required tyres.
- The focus of junior and under age Club racing should be heavily on teaching and allowing the development of driving skills and developing race craft.

NATIONAL AND STATE CUP AND TROPHY EVENTS

- Cup/Trophy Events may be permitted at the discretion of Karting Australia at National Level and State Level on dates that do not clash with National Championship, National Series, and State Championship events.
- Cup/Trophy Events will not form part of a Championship or a Series.

- Cup/Trophy Events may meet the general criteria of being either:
 - o A traditional event; or
 - o A one-off event of significance that is promoted by a Club; or
 - o A special one-off Event that is promoted by a promoter; or
 - o Considered to be worthy of inclusion on the National Calendar of Events.
- Maximum duration of the Cup Meeting is 3 days.

NATIONAL SERIES - ROTAX PRO-TOUR

- All Rotax Classes become eligible for competition in the Rotax Pro-Tour as from the commencement of the 2015 Rotax Pro Tour:
 - o Micro Max
 - o Mini Max
 - o Junior Max
 - o Junior Max Trophy (not eligible for State or National honours.)
 - o 125 Max
 - o DD2
 - o DD2 Masters
- Rotax World Rules (technical) to apply
- Maximum 6 Round Series.

RULES – THE AUSTRALIAN KARTING MANUAL

Our Rules contained in the Australian Karting Manual are overly complicated, poorly organised, difficult to read, often ambiguous, duplicated in numerous places, and often in conflict with other Rules.

- The Manual will be further reviewed and adjusted so as to achieve the necessary simplification and remove the conflicts and ambiguity that plagues it.
- We will aim to achieve the relative simplicity of format and language that is a feature of the UK Gold Book and their RACMSA Karting Specific Regulations.



COMPETITION – ENGINES, CLASSES, EVENTS

TECHNICAL

Compliance Checking

- Throughout the course of the Race Meeting random checks must be conducted on the first five karts in qualifying and Races and at least one other kart chosen at random.
- The expectation is that our Technical Inspectors will, if they see anything at any stage throughout the meeting take the required action at that time and not wait until the final to deem a component illegal.
- The engines on all winning karts will be checked for compliance with the Rules.
- The minor items (where there is no safety issue and no performance advantage) - a minor ineligibility should be treated accordingly. The objective being to keep people racing but with fairness and safety front of mind.
- The onus will be on the Competitor to present and run a legal kart at all times.
- The following procedure will be applied for engine and tyre scanning at future events:
 - o The first five (5) karts in each event, plus some at random (timed practice when it sets the qualifying order at a Race Meeting, Qualifying, Heats and Finals) will have their tyre barcodes and engine tags scanned after they leave the Race Track and before exiting Parc Fermé conditions. As the kart is being weighed is the preferable time and place.
 - o A “reasonable number” (as determined by the Technical Inspector) of additional karts in the Event will also have their engine tags and tyre bar codes scanned.

Homologation

- A more comprehensive list of components should be homologated and/or Approved for use in Australian karting competition.
- It must be in the best interests of karting and complementary to the future direction of karting and be determined at the sole discretion of KA
- As from 1 January 2015, the following items will be required to be either Homologated and or Approved by Karting Australia prior to use in competition.
 - o Engines (New engines will be homologated as a complete unit)
 - o Chassis
 - o Rear Bumper (CIKFA homologated and KA Approved)

COMPETITION LICENCE STRUCTURE

All age groups for Australian Competition Licences are to be simplified.

- The Cadet Licence will be renamed “Cadet 9”.
- The Rookie Licence will be renamed “Cadet 12”.
- The youngest age that a Competitor will be able to obtain a licence will be from the time of their 6th birthday (for Club practice and racing only.)
- From the commencement of 2015 at all National Championship and National Series events, all Pit Crew and Mechanics will require a Licence that is issued by Karting Australia.

Licence Review Policy - Exemptions

- KA will be the sole body permitted to grant any licence upgrade exemptions from the stated licence criteria where it considers that an exemption is warranted including:
 - o High level performance and results;
 - o Below standard performance that does not warrant a higher licence grading or that warrants downgrading in the interests of safety;
 - o KA will establish a Licence Review Policy and Procedure for persons seeking exemption.
 - o A Licence Review Panel will be established by KA to review all applications.

Obtaining a Licence

- Karting Australia in conjunction with Clubs, State Associations, kart shops will develop a streamlined process for obtaining a licence and starting racing.

CLUBS

Our Clubs are the ultimate ‘coal face’ of karting in Australia. They are integral and of vital importance to the long term health of the sport in this country. The importance of our clubs in establishing the culture of our sport is paramount.

- Of particular concern is the large number of Clubs with low membership numbers. Half of our Clubs have less than 50 licence holders. Many are located close to other Clubs.
- The experience of our customers at Club level will determine how many people enter the sport, progress through the sport, stay in the sport or leave the sport almost as quickly as they came.



COMPETITION – ENGINES, CLASSES, EVENTS

Karting Australia will look to assist the Clubs by:

- Making it easier for people to join a Club, obtain a licence and get racing.
- Working with the Clubs to develop a program and resources designed to assist the Clubs to simplify the organisation of Race Meetings.
- Develop and implement simplified effective training of Officials.
- Regulate the format of Race Meetings so as to ensure that they are more customer and official friendly.
- Create and implement a National Junior Development Program that can be implemented simply by Clubs.
 - Work to create the funding for the employment of a National Club Karting Co-ordinator/Junior Development.

Superior Karting Clubs

Karting Australia will develop and implement a **“Superior Karting Clubs Program”**.

- This should be developed in conjunction with a sub-committee of key Club stakeholders.
- The program should look to build a “Customer First” culture in all Clubs.
- The program should provide a framework to achieve a minimum standard of club administration and to recognise and reward clubs for achieving higher standards of excellence.
- The key objectives of the Superior Karting Clubs Program being to:
 - Improve the club membership experience.
 - Improve safety.
 - Encouraging regular and increased participation.
 - Increase new membership and membership retention.
 - Attract more volunteers to the sport.
 - Assist the Club officials and volunteers to perform more effectively.

RACE TRACKS AND FACILITIES

Australia must aim to have at least one international standard karting facility built and in operation within the next decade.

National Infrastructure and Facilities Strategy

The development of a National Infrastructure and Facilities Strategy is essential for the long term benefit and future of the sport.

- A strategic approach to the development of new Clubs taking account of the needs of the sport must be developed.
- The matter of Clubs without permanent race track facilities - either shared or stand alone, must be addressed.
- The best utilisation of facilities so as to maximise the usage of capital infrastructure must be addressed in over-supplied areas.

Grading Of Circuits

- All Australian Circuits will be graded on their capacity to be able to host events at Club, State and National standard.
 - **A Grade** – National, State, Club Events
 - **B Grade** – State, Club Events
 - **C Grade** – Club Events

Current Circuits – Improvements & Development – Safety 1st

- The National Safety Committee under the direction of the National Track Safety Inspector and the Operations Director will establish the key priorities for current Circuit Safety Developments.
- Priorities will be established utilising a Safety 1st framework. The priorities will take account of:
 - Australian statutory requirements;
 - Appropriate CIKFA Circuit Safety Regulations;
 - Local needs and requirements;
 - Club capacity to deliver improvements.

TRACK DEVELOPMENT FUND

- The original concept of the Track Development Fund should be retained and refined so as to better meet the needs and objectives of the sport.
- The objectives, processes and what constitutes a project eligible for loan funding will be reviewed and modernised so as to take account of current priorities.
- It must recognise that a National Infrastructure and Facilities Strategy is required by the sport.



COMPETITION – ENGINES, CLASSES, EVENTS

Key Objectives

- To ensure a strong community base for karting at all levels.
- To create quality and safe environments that increase karting participation.
- To assist Clubs in securing/leveraging a financial commitment from the various levels of government, other sport user groups, sponsors, local community and business organisations, Club Foundations, and/or other strategic partners to contribute towards funding the development or upgrade of karting facilities.

JUNIOR DEVELOPMENT

- Karting Australia needs to “Auskickify” karting.
- “Come and Try” activity provides the ideal controlled environment for potential new competitors to experience the thrill and excitement of kart racing.
 - o A more professional approach to the implementation of Come and Try activities must be developed.
 - o It should be developed in conjunction with the Clubs and the retail kart shop.
- We must improve the new Competitor induction and nurturing programs on offer at our Clubs.

National Junior Development Program

- Karting Australia should create and implement a National ‘Junior’ Development Program that can be implemented simply by Clubs.
 - o Develop a standardised program that can be implemented nationally
 - o Engage with the karting industry to support this initiative.
- Review and when possible create the appointment of a National Club Karting Co-ordinator to work with the Clubs and the States to implement suitable development programs aimed at increasing the level of new participation in the sport.

Kids Karting

KA will not proceed with the “Kids Karting” concept.

The minimum age for Drivers to start their karting experience will be reduced from 7 years of age to 6 years of age.

- From 2015 children from 6 years old will be able to practice; and race (subject to KA securing insurance and rolling-out a suitable training and development

program with suitable criteria, including a possible minimum hour’s practice requirement to enable the child to race.)

“Control Kart” For Cadet 9 Competition

- There is a place and a need in Australian karting for a standardised (non-technically complex karting package) to be offered at Club level for beginners in the Cadet 9 competition bracket.
- It should be a standardised package including
 - o Chassis – control chassis,
 - o Engine – control engine,
 - o Axles – single control specification,
 - o Wheels - control,
 - o Sprockets – control specification and tooth count
- A choice of 2 or 3 that could be fixed for specified Circuits
 - o Chain – control specification and length
 - o Brakes – control brakes
- A Control kart package for Cadet 9’s should be phased in over the 2016 and 2017 seasons with full implementation by the commencement of 2018.

RISK MANAGEMENT FRAMEWORK

KA will develop and implement a Risk Management framework that extends across the whole sport so as to:

- Establish a culture of ‘no surprises’ and maximising opportunities.
- Provide a common framework to foster a consistent approach to risk.
- Reduce physical, financial, legal, moral and political risk exposures.
- Develop and disseminate risk management tools and resources.

SAFETY

KA will develop a “Safety 1st Policy” along similar lines to the “CAMS Safety 1st Policy”.

The main aims of the Policy will be for KA to:

- Use its best endeavors to achieve a working environment that, to the extent reasonably practicable, eliminates or reduces risks to health and safety.



COMPETITION – ENGINES, CLASSES, EVENTS

- Provide a framework where safety and risk management will be integrated into KA's operational activity, and measure improvements and changes in safety and risk management issues in karting activities.

Circuit Safety

All new Race Track developments will be required to take the following criteria as paramount to design:

- Australian statutory requirements.
- CIK/FIA Circuit Safety Regulations.
- Specific design and planning regulations and requirements.
- CIK/FIA safety barrier design and implementation.

Karts

- Karts used in competition shall be closely aligned with CIK/FIA regulations
- Adoption of CIK/FIA rear wheel protection on all categories of karting with a phase in period.
 - o From 2015 all karts in National Championship and National Series events will be required to have an approved rear wheel protection devices.
 - o It is highly recommended that rear wheel protection devices be fitted to all karts for competition.
 - o It will become mandatory for all karts in all levels of Karting Australia competition from the commencement of the 2016 Season.

Competitor Safety

Enhanced Competitor Safety will be achieved by:

- o Stricter enforcement of the Code of Driving Conduct on Circuits.
- o Universal and consistent implementation of Track Safety Regulations.
- o Enhanced Track Safety Regulations.
- From 2015 all KA Junior and Cadet 12 Competitors in the National Championship and National Series events will be required to wear an approved chest/rib protector during all on-track driving activity.
- It is highly recommended for Cadet 9, Cadet 12 and Junior Competitors to wear an approved chest/rib protector during all on-track driving activity.
 - o This will become mandatory for all Cadet 9, Cadet 12 and Junior Competitors in all levels of Karting Australia competition from the commencement of the 2016 Season.

Medical Response

A formal medical response policy will be developed and implemented nationally that recognises the need for appropriate, affordable first aid and medical response at karting events.

- It should recognise that events of different classifications – Club, State - Championship, Series, Trophy and Cup and National - Championship, Series, Trophy and Cup will require differing levels of medical response.

JUDICIAL SYSTEM

The current karting judicial system is to be fully reviewed so as to meet the basic requirements of applying procedural fairness, and natural justice to all Competitor having due regard to the circumstances being considered.

- The Rules covering the judicial and sporting functions of Karting Australia should be further reviewed and redrafted as appropriate so as to simplify them and remove any ambiguities within them.
- From 2015, all Competitors in National and State Championship, Series and Stand Alone Cup and Trophy Events will be required to carry a forward facing and rearward facing functioning DV mini-cam (Go-Pro or similar) at all Race Meetings for use in judicial inquiries.

Code of Driving Conduct.

A Code of Driving Conduct will be developed, included in the Karting Australia Rules and implemented nationally from the commencement of 2015.

Karting Australia will convene a panel of suitably credentialed drivers, driving coaches and officials to review the CIK/FIA Code of Driving Conduct for its suitability to be applied in all events.

OFFICIALS

A strategy will be developed and implemented that is designed to attract Officials to the sport and retain them with an associated 'career path' in the sport.

- Integral in the process will be a greatly improved attention to:
 - o Training
 - o Assessment
 - o Accreditation
 - o Recognition



COMPETITION – ENGINES, CLASSES, EVENTS

Training

- On-line nationally accredited training is to form the core element of Karting Australia's future training programs.
- Training is to be facilitated in two key work parcels
 - o National training module/s (on-line) to be completed by all as a standardisation tool.
 - o Specialist training modules for all key senior roles to be delivered face to face.
- Most Licence upgrades will involve a training module (theory) and a practical component.
- The development of a "1 Sport - 1 Rule Book" culture in the sport.
- The objective - to create consistency of interpretation and application of our Rules across all competitions across the country.

BRAND AND MARKETING

- It is essential that karting presents as a united and unified brand.
- The adoption by all States and Territories of the consistent logo identification should be seen as a priority for the second half of 2014.
- Having a consistent identity across all States and Territories brings with it significant benefits from which all States and the National organisation will benefit.

Karting Industry

- Karting should look to more closely embrace those members of the karting industry that seek to add value to the sport.
- Karting Australia will seek to work with the retail kart shops to develop a simple campaign to make it easier for beginners to get into karting.

DRIVER DEVELOPMENT

- KA in conjunction with CAMS will develop and implement appropriate driver development pathways and support for those competitors who desire to compete at the higher levels of National and International/CAMS competition. (Identifying, nurturing and developing future Australian motorsport champions.)
- Karting Australia will work closely with CAMS in developing an Elite Driver Program to promote high performance.
- This program will be aligned with the Federal Governments "Winning Edge" Program for elite athletes which is focused on peak performance at an International level.
- Critical to this process is defining a clear progression pathway for elite drivers in karting to progress through the sport and provide them with the necessary tools to exploit their natural talents.



At a Special General Meeting of the Australian Karting Association Inc. (AKA Inc) held in Adelaide on 18 August 2012, the vision of the controlling governors of the sport of karting at that time forever changed the landscape of karting in Australia with three simple unanimously supported motions.

“MOTION 1:

A company to be known as ‘Australian Karting Association Ltd’ be formed and registered with ASIC (Australian Securities Commission) as a Company Limited by Guarantee.

Moved: QLD Second: NSW CARRIED

MOTION 2:

The Constitution as distributed and titled ‘Final and dated 17/7/2012’ be adopted as the Constitution for the new company.

Moved: NSW Second: QLD CARRIED

MOTION 3:

On the 31 August 2013, or such earlier date as the Company’s Board and the AKA Inc mutually agree, the entire operations of the Australian Karting Association Inc. will be transferred to the Company, following which, the Australian Karting Association Inc. will be wound up as per Clause 43 of the Constitution for the Australian Karting Association Inc.

Until 31 August 2013, or such earlier date as the Company’s Board and the AKA Inc mutually agree, the Australian Karting Association Inc. will continue its administrative, statutory and judicial functions.

MOVED: VIC Second: NSW CARRIED”

On 1 September 2013 the federated structure that had controlled karting since its beginnings ended and the new fully independent Board of Australian Karting Association Ltd (Karting Australia) was installed to manage and control all facets of the sport and the business of karting in Australia.

The power and authority to organise and control the sport within Australia has been delegated to KA by the Federation Internationale de ‘l Automobile (FIA) through the Confederation of Australian Motor Sport (CAMS).

CAMS and KA entered into a new delegation Agreement in early 2014 for up to 10 years. CAMS has licensed the name ‘Karting Australia’ to the organisation and are supportive of the new Board and management of KA and the direction the sport is progressing.

On 1 February 2014 at the inaugural meeting of the Karting Australia Executive Commission it was agreed by all in attendance that the immediate and highest priorities for Karting Australia were to:

“Develop the sporting competition that will attract and retain participants in the sport.

Develop the culture that will attract and retain participants in the sport.

Modernise the sporting competition with identified grassroots, intermediate and top level competition and associated pathways.

Develop a format that makes State and National Championships cohesive and relevant.

Conduct a ‘Whole Of Sport Review.’”

As a result and consequence of the strategic planning initiatives and analysis of the current state of the sport put forward by the member States and Territories at that time and subsequently expanded upon in qualitative research conducted under the auspice of the Whole Of Sport Review, Karting Australia has developed and now releases its plan for the modernisation and future development of karting in Australia.

The Karting Australia Board would like to thank the member States and Territories, karting industry representatives and all other participants in our surveys and formative groups for their input into this review and its outcomes.

Note: Information is correct at the time of release but is subject to change at the discretion of the Karting Australia Board.



INTRODUCTION

Since being vested with the management, control and operation of the sport of karting in Australia, Karting Australia (KA) has set about establishing the rules, policies, procedures and protocols that it considers appropriate for the modernisation and governance of the sport.

It has done so in the interests of the participants in the sport so as to ensure that the sport has a long term future as an exciting, relevant and increasingly popular sport for all participants – karters, families, officials, volunteers and administrators alike.

KA has as our objective to encourage competition from a young age at appropriate levels, to develop excellence and to increase participation in the sport of Karting.

The Board of KA holds as an imperative that our sporting competitions should be fun, fair, well run, and provide the best value for money that is achievable, in a quality environment where people can participate for the simple enjoyment of sport and to be able to strive for success at elite levels.

At all times the sport of karting should have as its primary objective the achievement of the following functions and responsibilities:

- Increased participation in the sport through the development and implementation of proactive sport, club, community and member development programs;
- Implement a deliberate strategy to develop a consistent national regulatory regime across all areas of activity which facilitates participation in any state without any additional requirements;
- Establish and foster partnerships with key stakeholders for the betterment of karting;
- Focus on increasing equity and diversity within the sport and organisation, including but not limited to youth, women, disabled, indigenous and culturally diverse groups;
- Contribute to the development of a National Infrastructure and Facilities Strategy to ensure the sport has access to facilities and venues of an appropriate standard into the future;
- Proactively engage with and contribute to the aims and objectives of KA as contained within the KA Strategic Plan.

Even before the first day that Karting Australia Ltd had control of the sport in its hands, the Board and Administration have heard the following issues being constantly raised as matters that were in need of urgent repair and adjustment:

- The Culture of Karting in Australia is not generally conducive to attracting and retaining participants in the sport.
- There are too many Competition Classes – it is too confusing and this has a negative impact on events.
- Events are too long, do not provide enough track time, there is too much paddock time that all in combination lead to poor value for money.
- Championships – lack of relevance and linkage between State and National Championships. Long time commitment for single event Championships that can have “Steven Bradbury” style winners and Champions.
- High costs of competition need to be either reduced or better value for money provided.
- Lack of clearly identified pathways to the top for those who choose to pursue their dream.
- Lack of customer first recognition.
- High churn rate of participants through the sport.
- Confusing and too technically complex for many beginners at all ages to form the emotional attachment necessary to stay in the sport for the long term.
- Disjointed localised training of officials that causes local interpretation of the rules governing a national sport.
- The unwarranted “Australianising” over many years of an internationally recognised sport.
- Too many regulations and procedures that are no longer relevant to the sport.
- Too many events at State level that are conducted at circuits that are not at the appropriate standard.
- A judicial system that can be dysfunctional and lead to poor outcomes.



PURPOSE

In February 2014, the Karting Australia Board with the full support of the Executive Commission comprised of all member States and Territories announced that it would be undertaking a WHOLE OF SPORT REVIEW (“WOSR”) of karting.

The purpose being to firstly determine just what the real issues are that confront the sport and then to develop a plan that will carry the sport forward for at least the next decade.

We have consulted with our key stakeholders. All Ordinary Members of Karting Australia have been asked to consult with their members and complete a qualitative survey of issues confronting the sport. We have reviewed quantitative and qualitative surveys conducted with Club members in recent times.

Industry representatives have been similarly polled and involved in the process.

In relation to the key competition elements, we have also drawn upon recent AKA Inc. history and work that through the effluxion of time never made it to completion. Amongst other things, the former controlling body of the sport recognised that there were significant issues with several of the engines used in the sport and that formed the backbone of the sport for very many years. In mid-2012 AKA Inc. said this:

“In Australia, two long established and well supported domestic classes exist.

They are Clubman, which uses the Yamaha KT100S engine producing 17-18hp and National, which uses the Yamaha KT100J engine which produces 11-12 hp. Drivers across a wide age range use these engines

and between them, these two classes account for approximately 50% of all the kart racing that occurs in Australia.

The Australian Karting Association Inc. (“AKA”) wishes to improve the Clubman and National classes and invites your company to provide information on potential replacement kart engines for the Clubman and National classes.

The AKA wishes to replace the two engines currently used in these classes with a single engine.

The goal of this proposed change is to provide Australian karters with one engine that offers long life, has a very high degree of parity between engines and is therefore overall, more cost effective.

There are additional benefits from Clubman and National classes having essentially the same engine. For existing competitors, improved parity will encourage greater competition and will allow for easy and low cost transition between classes. For industry, there will be benefits in the reduction of inventory required and economies of scale.

If new engines are accepted by the AKA, then a phase out period for the existing Clubman and National class engines will be defined and implemented. After this time the future engine selected by the AKA will be the sole engine eligible for the AKA Clubman and National classes.”

The outcomes that we are announcing today will touch every aspect of the sport of karting in Australia.



THE CHANGES THAT WILL COME INTO EFFECT ARE DESIGNED TO:

- Start the journey to long term, sustainable improvement and modernisation of the sport of karting In Australia.
- Improve the culture within the sport.
- Make karting more enjoyable and a more mainstream participant sport.
- Enhance the competitive image of the sport at National and State level.
- Improve the overall karting experience at all competitive and social levels.
- Ensure that the sport of karting and karting competition will always be conducted with high levels of integrity and respect for the Rules, Officials and other Competitors.
- Improve the recruitment and training offered to Officials.
- Develop consistency in sporting and judicial functions through a “1 SPORT – 1 RULE BOOK” policy and approach to national officiating.
- Improve the standard of racing with the adoption of an “all points count” approach to State and National Championship events.
- Create a more cost effective and better value for money competition experience at all levels.
- Create a modern competition framework at all levels of karting.
- Implement an international standard competition framework for National and State Championships and Series while recognising the differing need of geographically large member states and states with small population and membership bases.
- Recognise the hierarchical framework of motor racing competition that prevails nationally and internationally and apply it to karting competition.
- Modernise technical, sporting and judicial areas of the sport that are considered to be in need of modernisation.
- Ensure that appropriate technology is utilised in the sport with a view to ensuring the progressive cost effective modernisation of karting as a whole.
- Wherever possible and appropriate ensure that “Pathway Engines” (that can be upgraded or downgraded for performance with the use of simple restrictor technology) are utilised to their maximum advantage so that as our Competitors progress through the sport – either by age or ability or a combination of both, the technical progression costs are minimised.
- Create appropriate pathways for those competitors who aspire to higher levels of karting and general motorsport competition.
- Allow new competitors to enter the sport in a friendly environment where the technical complexities have been downscaled so that the fun and joy of participation in karting is immediate.
- Ensure that the grassroots level of karting is better nurtured and developed so as to facilitate the constant growth and development of the sport.
- Simplify the sport as it is known at its broadest level – Club competition.
- Encourage participation in the sport and to retain participants in the sport.



COMPETITION

ENGINES

LEVELS OF COMPETITION

CLASSES OF COMPETITION

**NATIONAL, STATE & CLUB COMPETITION
CHAMPIONSHIPS, SERIES, CUPS, TROPHIES**

EVENT STRUCTURE & COMPETITION CLASSES



ENGINES

THE NEED FOR NEW ENGINES IN AUSTRALIAN KARTING

So much of the discussion within karting centres on the vexing questions related to engines. These questions and discussions run across classes and age groups. Invariably the discussions centre on:

- Performance
- Cost of initial purchase
- Cost and frequency of rebuilds
- Inconsistency of engines “out of the box”
- Parity – against other makes in some classes and against the same make and model in the National and Clubman Classes
- How can I get a good Yamaha “J” or “S” engine and what will it cost?
- The overall life of engines
- The needs of the sport and the Competitors when measured against the wants, desires and commercial imperatives of the engine builders and tuners
- Passionate supporters/lovers of their particular brand of engine

Engines, along with the required Classes of competition and weight groupings are the most emotional of all discussions in karting.

The Board has recognised that the introduction of new engines to karting and the potential phasing out of old engines will be the single item that causes the most discussion and the highest levels of emotion emanating from this review.

It has been recognised as the biggest issue confronting the sport for many years. It led to the “Future Engines” discussions, working groups and programs in 2012/2013 and was left to the new Board to resolve.

In assessing the issues we have assessed the overriding philosophies of the AKA Inc. in establishing the previous Future Engines working groups and further refined them. The philosophical imperatives and drivers of the previous decisions are worth repeating.

“Junior and Senior Engines

In Australia, two long established and well supported domestic classes exist.

They are Clubman, which uses the Yamaha KT100S engine producing 17-18hp and National, which uses the Yamaha KT100J engine which produces 11-12 hp.

The Australian Karting Association Inc. (“AKA”) wishes to improve the Clubman and National classes... (and sought from manufacturers) information on potential replacement kart engines for the Clubman and National classes.

The AKA wishes to replace the two engines currently used in these classes with a single engine.

The goal of the proposed change is to provide:

- one engine that offers long life,
- has a very high degree of parity between engines and
- is therefore overall, more cost effective.



ENGINES

There are additional benefits from Clubman and National classes having essentially the same engine.

For existing competitors:

- improved parity will encourage greater competition and
- will allow for easy and low cost transition between classes.

For industry:

- there will be benefits in the reduction of inventory required and
- economies of scale.

A phase out period for the existing Clubman and National class engines will be defined and implemented.

After this time the future engine selected by the AKA will be the sole engine eligible for the AKA Clubman and National classes.”

Cadet and Rookie Engines

“The intent is to introduce a new engine into the Cadet and Rookie classes that:

- has parity
- is cost effective
- is light weight
- has a long life
- can easily be transitioned from Cadets to Rookies
- will create stability and secure the future of this sector Australian Karting

After an initial transition period it is intended that the selected engine will become the sole engine to be used in the Cadet and Rookie classes.”



ENGINES

SELECTION METHODOLOGY

A crucial and integral part of this Whole of Sport Review has been our considerations, recommendations and then ultimately our decisions on new engines for use in competition.

We have recognised that it has been essential to adopt a process driven approach that is independent of external forces that would seek to influence or corrupt our considerations.

For the sake of absolute clarity and for the avoidance of all doubt, the following process has been adopted:

1. Review of Whole Of Sport Review Survey Comments – early 2014.
2. Review of the AKA Inc. “Future Engines Projects” considerations, processes and preliminary conclusions (that were all put on indefinite hold by AKA Inc. prior to the handover to KA in September 2013).
3. Establishment of our Guiding Principles On New Engines.
4. Direct communications with world class karting engine manufacturers (“Engine Manufacturers”) who possess the capability to deliver to Australian karting a product or products that would meet KA’s identified criteria and requirements.
5. Communications with relevant Australian agents* of these Engine Manufacturers*.
6. Development of a short list of potential new engines for further evaluation.
7. Development by the National Technical Commissioner, the CEO, and the Chairman of an independent testing and evaluation process of all new engines under consideration that included:
 - a. Receipt of engines and associate technical data for testing and evaluation;
 - b. Dynamometer evaluation of the new engines;
 - c. On-track benchmarking of the potential new engines against engines that are currently used in KA Competition;
 - d. On-track testing of all potential new engines in variable ‘race runs’.
 - e. Benchmarking of the potential new engines against each other;
 - f. Evaluation of the performance of the potential new engines in multiple restricted and unrestricted formats;
 - g. Collection of the pre-determined technical data recorded during the tests;
 - h. Evaluation of the technical data by the National Technical Inspector;
 - i. Evaluation of feedback from the test drivers used for the testing.
8. Conduct of dynamometer testing of the engines.
9. Conduct of on-track testing of the proposed new engines and collection of data and driver feedback.
10. Independent review of the combined testing results recorded.
11. Review of the driver feedback.
12. Establishment of the list of preferred engines with nominated restrictor size for use as Cadet 9, Cadet 12, Junior and Senior engines.
13. Commercial negotiations with the potential suppliers and their Australian agents (if any.)

* No engine manufacturer nor the Australian agent of any engine manufacturer has in any way whatsoever been engaged in or involved in the testing and evaluation process of the potential new engines past ensuring the supply and delivery to a KA’s nominated secure facility of the engines and associated components required for testing by KA.

** “Independent” means that the personnel involved in all levels of the decision making process have no conflict of interest or pecuniary interest (by definition: an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person) in Australian karting. i.e. they do not stand to gain or lose personally from being involved in this process or any of the outcomes of the process.



ENGINES

SINGLE SUPPLIERS

KA has identified specific circumstances related to its competitions which merit the appointment of a single supplier of certain items of equipment (such as engines and tyres).

The decision to appoint a single engine supplier in certain Classes was based on a number of elements, including, but not limited to:

Fairness

A single supplier improves KA's ability to verify that each competitor is using equipment that is in compliance with the applicable rules.

It is necessary to "level the playing field" between participants in order to preserve the element of sporting chance and to ensure that sporting skill (rather than investment in technology) continues to be properly rewarded;

Safety

Although all equipment must meet minimum safety criteria, in some circumstances having a single product is the best way to ensure that compliance with the relevant standards is properly verifiable.

Cost

The appointment of a single supplier can lead to significant cost reductions for participants. Cost reduction ensures that the sport remains primarily a test of sporting skill (rather than a competition to see who can raise the largest budget).

In addition, the reduction of equipment costs allows karting competitions to remain open to greater numbers of participants.

The Board's decision to appoint single suppliers of engines (and other products such as tyres) was (and will always be) formed after careful consideration and weighing up the advantages and disadvantages of such a decision. As part of its governance and sporting mandate, KA may occasionally take difficult decisions in balancing the interests of parties.

KA endeavors to conduct its activities in this regard on an open, transparent and fair basis. However, as with all decisions, affecting diverse interests, it may not always be possible to satisfy all parties.

OUR GUIDING PRINCIPLES ON NEW ENGINES

In selecting engines as replacements for the Under Age Classes and the Junior and Senior Classes the Board has determined that it should apply the following principles in the decision making processes.

The new engines that will be homologated by Karting Australia and approved for use in competition in these Classes must be:

- Manufactured by world class race engine manufacturers.
- Purpose designed and built kart race engines.
- Built to international safety standards for karting engines.
- Built to international standards with manufacturing and build tolerances that should be expected in motor racing.
- Must be TaG style engines.
- Cost effective to purchase, run and rebuild, having a long life and reasonable rebuild costs.
- Have an exceptional level of parity, consistency and repeatability from engine to engine (out of the box.)
- "Pathway Engines" that that can be simply and inexpensively upgraded or downgraded for performance generally through the use of simple restrictor technology and thereby able to be used in multiple classes of competition.
- Be repaired and rebuilt solely with original equipment (OEM) spare parts available from the same manufacturer.
- Be slightly faster than the current engines that are in use.
- Have a higher reliability factor than the current engines that are in use.
- Run at cooler temperatures than the current engines that are in use.
- Be provided as a complete package that does not require additional components to be purchased prior to use. (i.e. includes: engine, muffler, carburettor, starter, ignition, wiring loom, battery, battery box, restrictor, engine mounts.)
- Not require in-race carburettor adjustment to achieve performance.
- Not require 'blueprinting'.
- Readily available in suitable quantities for the commencement of the 2015 Championships and be distributed nationally.
- Have a precision CNC cylinder.
- Simply scrutineered and checked for compliance.
- Be available to Competitors for at least 10 years.



ENGINES

THE NEW 'PATHWAY ENGINES'

The Vortex Mini Rok (60cc engine for use in Cadet 9 and Cadet 12 competition) and the IAME KA100 ReedJet (100cc ReedJet engine for use in Junior and Senior competition) will be introduced to Australian karting competition from the commencement of the 2015 season.

New Cadet 9 and Cadet 12 Engine (Formerly Cadet and Rookie Classes)



VORTEX MINI ROK 60cc TaG Air Cooled Engine

Age Group/Class Cadet 9 – Restricted (16.1mm Restrictor) Cadet 12 – Unrestricted



- The Vortex Mini Rok is a world class engine manufactured by the OTK Kart Group.
- Vortex Mini Rok engine is a very reliable engine. Its specifications have remained the same since the engine was introduced to the world market 12 years ago.
- Vortex Mini Rok is a 60 cc air cooled engine specifically designed for Karting.
- Engine weight is 18kg including all components and accessories.
- The engine is compatible with all chassis', is easy to operate and maintain with long life between rebuilds and freshen up maintenance.
- Australia will be the 19th country to adopt the Vortex Mini Rok engine as a control engine for under age classes of competition.
- The Vortex Mini Rok engine is able to be used in both Cadet 9 and Cadet 12 Classes with minimal cost and minor changes.
 - o The engine power is reduced or increased simply by using or not using an exhaust restrictor.



ENGINES

VORTEX MINI ROK

Maintenance Schedule and Adjustments

Spark Plug	Change	After 30 hours
Clutch	Change	After 30 hours
Piston	Change	After 30 hours
Cylinder	Honing	After 30 hours
Connecting Rod	Change	After 90 hours
Bottom End	Re-built	After 90 hours

Specifications

CYLINDER VOLUME:	60cc max.
BORE:	42.1mm
STROKE:	43.00mm
STARTER:	Electric TaG
TRANSMISSION:	Centrifugal Dry Clutch
COOLING SYSTEM:	Air Cooled
MODEL:	Mini Rok 2013
CATEGORY:	Cadet 9 – 16.1mm restrictor Cadet 12 - Unrestricted
HOMOLOGATION:	Australia
NUMBER OF TRANSFERS:	2
OUTPUT:	Cadet 9: 7.6 HP Cadet 12: 10 HP
ADMISSION SYSTEM:	Piston Port
CARBURETTOR:	Dell'Orto PHBG Ø 18 mm
EXHAUST MUFFLER:	Homologated with Engine

Maximum Recommended Retail Price: \$2990.00



ENGINES

NEW JUNIOR AND SENIOR ENGINE



KA100 REEDJET 100cc TaG Air Cooled Engine

Technical Features:

Class:	Clubman (National)
Engine Type:	OTTO / 2-Stroke single cylinder
Bore:	Ø48.20mm - Ø48.53mm max
Stroke:	54.00mm
Displacement:	98.53cc - 100.00cc max
Max. power:	22.0 Hp at 10.250 RPM
(Max. power:	13.0 Hp at 9.500 RPM)
Max. torque:	15.0 Nm at 9.750 RPM
(Max. torque:	9.0 Nm at 9.000 RPM)
Inlet System:	Reed valve in the crankcase
Lubrication:	Fuel / Oil Mixture 5%
Ignition:	Analogical with adjustable advance
Starting:	On board Electric Starter
Clutch:	3-mass Centrifugal Dry



Air Cooled and Complete with:

Ignition with H.T. coil
Reinforced wiring loom with pushbuttons
Lateral cockpit for pushbuttons
NGK BR10EG spark-plug and resistive cap
Centrifugal clutch assembly with z11 interchangeable sprocket
TILLOTSON HL Ø23mm carburettor (expressly designed for this engine)
Exhaust manifold
(Exhaust manifold with restrictor)
One-piece exhaust muffler, with integrated silencer
Inlet silencer



Engine With Minor Restyling

Engine weight complete with accessories: 22 kg

Maximum Recommended Retail Price: \$3150.00 (No blueprinting required.)



ENGINES

NEW JUNIOR AND SENIOR ENGINE

KA Junior - IAME 100KA ReedJet 100cc (19mm Restricted)

KA1 (Senior) - IAME 100KA ReedJet 100cc (Unrestricted)

Junior and Senior National IAME 100KA ReedJet 100cc (19mm Restricted)

Junior and Senior Clubman IAME 100KA ReedJet 100cc (Unrestricted)

- The IAME KA100 will be a world class engine manufactured by IAME.
- IAME KA100 is a 100cc air cooled ReedJet engine specifically designed and developed for Karting Australia and that is intended to be taken to the world market by IAME.
- The bottom end of the engine has the robustness of a 125cc engine while the cylinder and head are made to 100cc specification providing a relatively unstressed, reliable power plant.
- Engine weight is 22kg including all components and accessories. It is compatible with all chassis', is easy to operate and maintain with long life between rebuilds and freshen up maintenance.
- The IAME KA100 engine is able to be used in both junior and senior Classes with minimal cost and minor changes.
- The engine power is reduced or increased simply by using or not using an exhaust restrictor.

Price Comparison

IAME	Engine	Starter	Header Pipe	Exhaust Flex & Springs	Exhaust	Air Box	Clutch	Total
IAME KA100	\$3150.00	Included	Included	Included	Included	Included	Included	\$3150.00
YAMAHA	Engine	Coleman Starter	Header Pipe	Exhaust Flex & Springs	Exhaust	Air Box	Tomar Clutch	Total
Yamaha KT100S	\$2500.00*	\$340.00	\$95.00	\$10.00	\$158.00	\$77.00	\$479.00	\$3659.00
Yamaha KT100J	\$2300.00*	\$340.00	\$95.00	\$10.00	\$158.00	\$77.00	\$479.00	\$3459.00

* Blueprinted engine.

Yamaha prices shown are the average of prices obtained from multiple reputable engine tuners.

Note: The IAME KA100 does not require blueprinting.

Expected Component Life – IAME KA100

Component	Expected Life (Hours)	Component	Expected Life (Hours)
Cylinder Head	LIFE	Ignition Coil	520
Cylinder	520	Clutch - complete	80
Exhaust Header & Muffler	400	Clutch Drum & Sprocket	80
Carburettor	LIFE	Clutch Lining/shoe set	80
Crankshaft Assembly	520	Starter Motor	200
Conrod Assembly	120	Starter Ring Gear	200
Piston and Piston Ring/s	20	Reed Petals Set	40
Piston Pin	20	Crankshaft Main Bearing	60
Piston Needle Bearing	20	Crankshaft Seal	60
Ignition System - complete	520	19mm Restrictor	LIFE



ENGINES

NEW ROTAX ENGINES



Engine Components

Once homologated, the following engines will only be permitted to be rebuilt and repaired using OEM performance components supplied by the engine manufacturer.

This will apply to the new Under Age **Vortex Mini Rok**, Junior and Senior **IAME KA100 100cc ReedJet** "Pathway Engines", the lame X30, all Rotax engines and the CIKfia homologated engines used in the National Championship Classes.

The list of performance components from the engines will be promulgated by KA.

Engine Development - Claiming

Both the Vortex Mini Rok and the IAME KA 100 ReedJet engines are significantly superior, race bred engines that are designed for racing than have been in use in competition to this date.

We expect our karters to experience longer time between top end and bottom end rebuilds of the engines. We also expect that with the move to race bred out of the box racing, that the need for engine development will be non-existent.

However the collective experience of the Board and management in motor racing tells us that even where the tolerances are fine and the gains are marginal, such is the nature of motor racing across the world that some people will endeavour to win with the credit card rather than with the outright skill of the driver. This drives unnecessary cost escalation in the sport and should not be tolerated.

So as to reduce the incentive to unnecessarily develop our engines, KA will give full consideration to implementing a **Claiming Rule** at National Championship and State Championship level.

- Any registered competitor will, at the conclusion of a Championship race meeting be permitted to 'claim' another Competitor's engine.
- They will pay a premium of \$500 over the new RRP of that particular engine.

The Competitor whose engine is being claimed will, if they refuse to sell the engine to the claimer, be excluded from the results of that event.



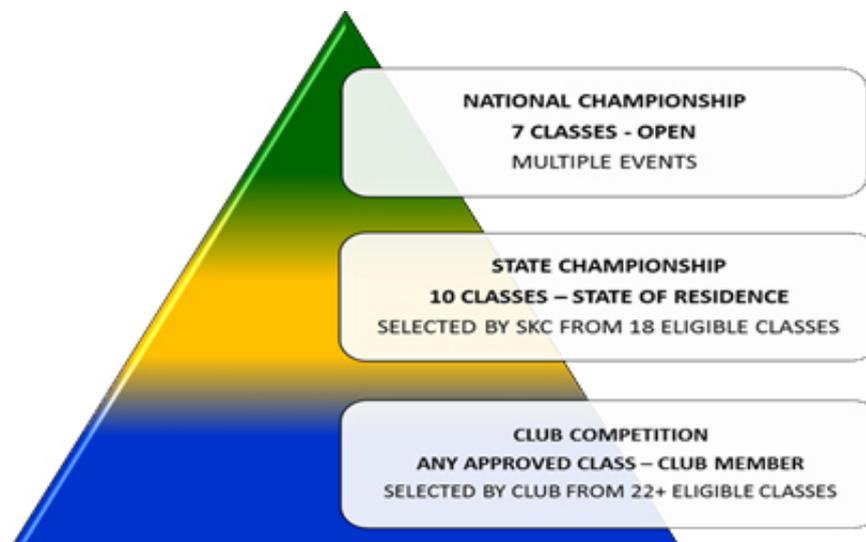
COMPETITION

LEVELS OF COMPETITION

Karting Australia’s competition structure will be categorised as follows in descending order of significance:

NATIONAL	STATE	CLUB
<p>Championship - Priority 1 Reserved for the highest level of National Competition as determined by Karting Australia. National Plate Status National Issued Permit Required</p>	<p>Championship - Priority 3 Reserved for the highest level of State Competition as recommended by a State Association and Approved by Karting Australia. State Plate Status National Issued Permit Required</p>	<p>Championship - Priority 8 Reserved for the highest level of Club Competition as recommended by a Club and Approved by a State Association. State Issued Permit Required</p>
<p>Series - Priority 2 Reserved for the second (2nd) highest level of National Competition as determined by Karting Australia National Plate Status National Issued Permit Required</p>	<p>Series - Priority 6 Reserved for the second (2nd) highest level of State Competition as recommended by a State Association and Approved by Karting Australia National Issued Permit Required</p>	<p>Championship - Priority 9 General Club organised competition and race meetings State Issued Permit Required</p>
<p>Cup - Priority 4 Reserved for the third (3rd) highest level of National Competition/Event as determined by Karting Australia National Issued Permit Required</p>	<p>Cup - Priority 7 Reserved for the third (3rd) highest level of State Competition as recommended by a State Association and Approved by Karting Australia State Issued Permit Required</p>	
<p>Trophy - Priority 5 Reserved for the fourth (4th) highest level of National Competition/Event as determined by Karting Australia National Issued Permit Required</p>		

HIERARCHY OF CHAMPIONSHIPS



LEVELS OF COMPETITION SNAPSHOT

NATIONAL LEVEL

Karting's National Champions will be determined as a result of competition across multiple Championship events in a year.

Eligibility to compete in National Championships will be open and determined by relevant age restrictions and grade of competition licence held

The **National Championship** will be known as the **"Australian Kart Championship" (AKC)**.

The AKC will feature seven (7) Classes of competition:

- 3 CIK-FIA Classes
- 3 New 'Pathway Engine' Classes in **Cadet 12, Junior** and **KA 1 Senior** open competition
- KA TAG

The **Rotax Pro-Tour** will be designated as a **"National Series"**.



STATE LEVEL

Karting's State Champions will be determined as a result of competition across multiple **State Championship** events in a year conducted at different venues in each State.

Eligibility to compete in State Championships will be determined by residence and grade of competition licence held.

The State Associations will be afforded suitable flexibility within the designated national framework of competition.

CLUB LEVEL

"High performance karting, where the technology, the mechanic and the driver are all extremely important, will always be for the elite. If we can make the sport more affordable and easier we will succeed in increasing the base." BRP Rotax CEO

Club Competition is where the maximum number of Classes should be able to participate and compete.

Club meetings should be all about a safe and well run, fun events. Club meetings must be about participating, learning the sport and experiencing the fun and excitement of motorsport without the pressure to win.

Club racing should in part be about creating a more cost effective, less specialised and easier class of karting to bring this great sport and hobby to a much broader market.

This is where we get our new members hooked on our sport.



COMPETITION

CLASSES OF COMPETITION

CURRENT

CURRENT CLASS STRUCTURE				
CLUB COMPETITION	STATE CHAMPIONSHIP	NATIONAL CHAMPIONSHIP	STAND ALONE NATIONAL	NATIONAL SERIES / TOURS
CADETS	CADETS	JUNIOR NATIONAL LIGHT HEAVY	ROTAX NATIONALS	CIK STARS OF KARTING
ROOKIES	ROOKIES	JUNIOR CLUBMAN	JUNIOR MAX	KZ2
JUNIOR NATIONAL LIGHT HEAVY	JUNIOR NATIONAL LIGHT HEAVY	SENIOR NATIONAL	ROTAX LIGHT HEAVY	KF2
JUNIOR CLUBMAN	JUNIOR CLUBMAN	SENIOR CLUBMAN LIGHT HEAVY SUPER HEAVY	DD2	KF3
FORMULA J MAX	FORMULA J MAX	X30 LIGHT HEAVY	DD2 MASTERS	Tag 125 LIGHT HEAVY
SENIOR NATIONAL	SENIOR NATIONAL		SODI JUNIOR ROTAX	Tag 125 RESTRICTED
SENIOR CLUBMAN LIGHT HEAVY SUPER HEAVY OVER 40	SENIOR CLUBMAN LIGHT HEAVY SUPER HEAVY OVER 40		TROPHY CLASS	ROOKIES
Tag 125 LIGHT HEAVY	Tag 125 LIGHT HEAVY			ROTAX PRO TOUR
Tag 125 RESTRICTED LIGHT HEAVY OVER 40	X30 LIGHT HEAVY			MINI MAX
Tag 100	OPEN PERFORMANCE			JUNIOR MAX
OPEN PERFORMANCE				JUNIOR MAX TROPHY
				ROTAX LIGHT HEAVY
				DD2
				DD2 MASTERS

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FUTURE – FROM 1 JANUARY 2015

KARTING AUSTRALIA CLASS STRUCTURE			
CLUB LEVEL	STATE CHAMPIONSHIP	NATIONAL SERIES	NATIONAL CHAMPIONSHIP
CADET 9	CADET 9	ROTAX PRO TOUR	AUSTRALIAN KART CHAMPIONSHIP
CADET 12	CADET 12	MICRO MAX	KA 12 NEW TYRE
JUNIOR NATIONAL LIGHT HEAVY	JUNIOR NATIONAL LIGHT HEAVY	MINI MAX	KA JUNIOR NEW TYRE
JUNIOR CLUBMAN	JUNIOR CLUBMAN	FORMULA J MAX	KA1 (SENIOR) NEW TYRE
SENIOR NATIONAL LIGHT HEAVY	SENIOR NATIONAL LIGHT HEAVY	125 MAX LIGHT HEAVY	KA TaG
SENIOR CLUBMAN LIGHT HEAVY OVER 40	SENIOR CLUBMAN LIGHT HEAVY OVER 40	DD2	KF3
Tag 125 LIGHT HEAVY	Tag 125 LIGHT HEAVY	DD2 MASTERS	KF2
Tag 125 RESTRICTED LIGHT HEAVY OVER 40	Tag 125 Restricted LIGHT HEAVY OVER 40	JUNIOR MAX TROPHY	KZ2
Tag 100	X30 LIGHT HEAVY		
FORMULA J MAX	OPEN PERFORMANCE		
125 MAX			
DD2			
OPEN PERFORMANCE			
KZ3			
SPORTSMAN			
COMMENCING 2016			
MICRO MAX			
MINI MAX			

UPDATED: 5 AUGUST 2014

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THE KARTING AUSTRALIA NATIONAL CHAMPIONSHIP



“KA12” Championship

- o Eligible Drivers – “Cadet 12” Licence Holders
- o New Vortex Mini Rok ‘Pathway Engine’
 - For 2015 only: Competitors wishing to compete using a Yamaha KT100J engine may be offered a Wildcard Entry*
- o TaG 60cc – unrestricted, air cooled
- o Power 10 HP
- o Minimum Weight: 112kg
- o Chassis 2015: 900-950mm kart 2016: 950mm kart only
- o Medium grip tyres (New)



“KA JUNIOR” Championship

- o Eligible Drivers – “Junior” Licence Holders
- o New IAME KA100 100cc ReedJet ‘Pathway Engine’
 - For 2015 only: Competitors wishing to compete using a Yamaha KT100J engine may be offered a Wildcard Entry.*
- o TaG 100cc – restricted, air cooled
- o Power 12.6 HP
- o Restrictor: 19mm IAME
- o Minimum Weight: 130kg
- o Chassis: Wheelbase 1000mm – 1270mm
- o Medium grip tyres (New)



“KF3” Championship (Currently used in competition)

- o Eligible Drivers – ‘A Grade’ “Junior” Licence Holders
- o The only engine eligible for use in the 2015 and 2016 Championships is the Vortex KF3 engine complying with homologation document 39/M/18-KF3 and any alterations authorised by the KA (latest specification wiring loom)
- o KF3 Class Tyres – MG HZ Red/White tyres will be used



THE KARTING AUSTRALIA NATIONAL CHAMPIONSHIP

“KA1” (Senior) Championship

- o New IAME KA100 100cc ReedJet ‘Pathway Engine’
 - For 2015 only: Competitors wishing to compete using a Yamaha KT100S engine may be offered a Wildcard Entry.*
- o TaG 100cc – unrestricted, air cooled
- o Power 20 HP
- o Minimum Weight: 150kg
- o Chassis: Wheelbase 1000mm – 1270mm
- o High grip tyres (New)



“KF2” Championship

- o New Engines will be permitted in KF2 competition from the commencement of the 2015 Championship. Engines used must be water cooled, single cylinder engines with reed-valve intake, limited to 15,000 rpm homologated by CIK-FIA for KF2 Competition. Specifically:
 - IAME KF2
 - Vortex KF2
 - TM KF2
- o The 2014 IAME KF engine supplied by KA and Remo Racing as per the homologation documents: 20/M/18-KF2, 13/M/15 and any alterations authorised by the Karting Australia limited to 16,000rpm will continue to be available for competition.
- o KF Class tyres - MG-FZ PRIME (Yellow)



“KZ2” Championship (Currently used in competition)

- o Engines used must be water cooled single-cylinder engines with reed-valve intake, one circuit only, homologated by the CIK-FIA with a maximum cylinder cubic capacity of 125cc
- o Carburettor must be the Dell’Orto VSHS 30.
- o Gearbox must be homologated by the CIK-FIA.
- o KF Class tyres - MG-FZ PRIME (Yellow)



“KA TaG” Championship

- o 125cc engine Class for eligible Senior Competitors.
- o All homologated and approved for competition TaG 125 engines permitted for use in this Class.
- o TaG 125cc – unrestricted, water cooled
- o Power 28 – 30 HP
- o Minimum Weight 170kg
- o Chassis: Wheelbase 1000mm – 1270mm
- o Current Tyres – Dunlop SL6



THE KARTING AUSTRALIA NATIONAL CHAMPIONSHIP

NEW JUNIOR AND SENIOR ENGINE

Australian Kart Championship – National Introduction Of New Engines and Continuing Eligibility of Old Engines			
Engine	2015	2016	2017
KA12 Class – Unrestricted 60cc Engine			
Vortex Mini-Rok	Yes	Yes	Yes
Yamaha KT 100J	Wildcard Entry*	No	No
KA Junior Class – Restricted 100cc Engine (19mm Restrictor)			
IAME KA100 100cc ReedJet	Yes	Yes	Yes
Yamaha KT 100S	Wildcard Entry*	No	No
KA1 (Senior Class) – Unrestricted 100cc Engine			
IAME KA100 100cc Reed Jet	Yes	Yes	Yes
Yamaha KT 100S	Wildcard Entry*	No	No

* Wildcard Entry Means: Entry to the championship or to individual events if a class is not fully subscribed with competitors running the new engine.

THE “AUSTRALIAN KART CHAMPIONSHIP”

RACE MEETING FORMAT

Meeting Duration

- 3 Days Maximum

Practice & Qualifying

- 4 practice sessions for each Class
- 1 Qualifying Session for each Class
- 110% of fastest qualifier rule is to be implemented for eligibility to race
- All practice and qualifying for competitors under 15 will be Saturday only
- All practice and qualifying for competitors over 15 will be Friday only
- No warm-up session on any day
- Combined points from heat races determine start position for the Final
- All heat and final points count for championship

Racing

- Three (3) heat races
 - o KA12 and KA Junior (KA Classes) minimum - Heats 1 & 2 -10 km, Heat 3 – 14km
 - o KA1 and KATaG (KA Classes) minimum 12km - Heats 1 & 2 -12 km, Heat 3 – 16km
 - o CIK-FIA Classes minimum 15 km - Heats 1 & 2 -15 km, Heat 3 – 20km
- One (1) final:
 - o KA12 and KA Junior (KA Classes) 17 km
 - o KA1 and KATaG (KA Classes) 20km
 - o CIK-FIA Classes 25 km



EVENT STRUCTURE - NATIONAL CHAMPIONSHIP

Points & Trophies

- All points for heat races determine start position for the Final.
- All Pole position, heat and final points count for the Championship.
- Competitors will drop their worst point score from the first 5 Rounds of the Championship.
- Trophies will be presented for final race result of the event.
- The Championship winner will receive a Green National Champion "Plate" and Trophy.

Position	Points	Heat Race Points	Final Points	Position	Heat Race Points	Final Points
Pole	2					
1		12	25	9	2	7
2		10	20	10	1	6
3		8	16	11		5
4		7	14	12		4
5		6	12	13		3
6		5	10	14		2
7		4	9	15		1
8		3	8			

Administration

- National Championship Events will be organised by KA.
- No Administrative checking required for entries placed through the CMS.
- Timing Transponder number confirmation only will be required prior to the first timed on-track session.

Briefings

- A Driver's Briefing is to be conducted prior to qualifying for the Meeting.
 - o The Driver's Briefing will be separated into a Senior Driver's Briefing and a Junior/Under Age Driver's Briefing recognising that the messages and the manner of delivery may need to be different for Senior and Junior/Under Age Drivers and their parents and guardians.
- Supplementary Driver's Briefing to be conducted only if the need arises during the course of the Race Meeting.

Timetable

- All Race Meetings are to be run as 'time certain' with all events being pre-scheduled following the closing of entries.



EVENT STRUCTURE - NATIONAL CHAMPIONSHIP

Scrutineering

- Self-scrutineering to apply.
- Tags and seals to be supplied with the Competitor holding the responsibility for the affixation of seals and tags prior to the commencement of Competition at the Race Meeting.

Technical Compliance

- See comments under “Technical scrutineering requirements and technical compliance for national & state championships, national series and cup events.”

Under 15 Restrictions

- Unless the event is conducted during an all states school holiday period, no practice, qualifying or racing for Competitors under 15 will be permitted to be held other than on Saturday and Sunday.

Six Round Championship

- Five preliminary rounds will be conducted taking in circuits in:
 - o Queensland
 - o New South Wales
 - o Victoria
 - o South Australia
- Potentially one other state on a rotational basis.
- The sixth and final round will be held in either Melbourne, Sydney or Brisbane.
 - o All rounds count towards points but Competitors will drop the worst of the first five (5) rounds.
 - o Result obtained from the last round cannot be dropped from the overall point score for the Championship.
- Clubs will be invited to ‘bid’ for the hosting rights to National Championship events.
- Competition will be conducted on A Class Circuits as determined by the Circuit grading process to be introduced from 2015.
- The Championship winner will receive a Trophy and the National Champion’s Plate.
 - o Additional Prizes generally based on the further development of the racing career pathway concept will be created and offered (e.g. subsidised/free entry into the subsequent year’s championship, international competition entry.)

National Championship Events will require a Permit issued by Karting Australia (National).

Indicative dates for 2015:

- Round 1 – 30, 31 January and 1 February)
- Round 2 - 6, 7 and 8 March)
- Round 3 - 8, 9 and 10 May)
- Round 4 – 24, 25 and 26 July)
- Round 5 - 11, 12 and 13 September)
- Round 6 – 30, 31 October and 1 November)

Dates shown are not firm. Actual 2015 dates are expected to be confirmed during September



EVENT STRUCTURE - NATIONAL CHAMPIONSHIP

TECHNICAL SNAPSHOT - NATIONAL CHAMPIONSHIP - 7 CLASSES

CLASS	ENGINES	CAPACITY & COOLING	HP	RESTRICTED / UNRESTRICTED	CHASSIS LENGTH - mm (Wheelbase)	MINIMUM WEIGHT (Inc. Driver)	TaG	TYRES
KA12 (10 – 12)	Vortex Min-Rok	60cc Air	10	Unrestricted	2015 - 880mm (Min) 2016 950mm	112kg	Yes	NEW Medium Grip
KA Junior (13 – 15)	IAME KA100 ReedJet	100cc Air	12.6	Restricted	1000mm to 1270mm	130kg	Yes	NEW Medium Grip
KA1 (Senior)	IAME KA100 ReedJet	100cc Air	20-22	Unrestricted	1000mm to 1270mm	150kg	Yes	NEW High Grip
KF3	Vortex KF3 New wiring loom for 2015/16	125cc Water	28-30	Unrestricted	1000mm to 1270mm	145kg	Yes	MG Red White
KF2	Iame KF Engine 2014 TM KF2 2014 IAME KF2 2014 Vortex KF2	125cc Water	34	Unrestricted	1000mm to 1270mm	163kg	Yes	MG Yellow
KZ2	CIKFIA Homologated Engines Only	125cc Water	44-48	Unrestricted Gearbox	1000mm to 1270mm	175kg (International weight)	Yes	MG Yellow
TaG 125	ANY HOMOLOGATED ENGINE	125cc Water	28-30	Unrestricted	1000mm to 1270mm	Parity Weights TBC	Yes	Dunlop SL6
<div style="border: 1px solid black; padding: 5px;"> Homologated Engines: F. Rotax 125, Iame X30, PRD Fireball, SQ Cheetah, Leopard RL125, PRD Galaxy </div>								

* Karts with Yamaha engines will be eligible for National Championship competition until the end of 2015 by Wildcard Invitation only.



EVENT STRUCTURE - STATE CHAMPIONSHIP

STATE CHAMPIONSHIP

- The State Karting Championships (SKC) will be held over 4 rounds unless otherwise approved by KA.
- The maximum number of Classes permitted in each State Championship is 10 which are to be chosen by the State from the full list of eligible Classes.
- Ideally the SKC race dates will be the same across the country and must be approved/set by Karting Australia.
- State Championship Events will respect the hierarchy of events as established by KA; i.e. National Championship, National Series, State Championship, State Series in that order etc.
- Competitors can only compete in their home State save for the following:
 - o Competitors living within 100km of the State Border may be permitted to compete in the adjoining State's Championship.
 - o Once a Competitor has competed in one State's Championship they will not be permitted to compete in another State's Championship in that year.
- New Pathway Engines will be introduced to the relevant Classes as from 1 January 2015.
- All Classes will be conducted using the current tyres.
- Several options for the conduct of State Championships should be permitted that respect the essential elements that KA prescribes (such as eligibility to compete, dates of events etc.). This will allow flexibility for State Associations to:
 - o Potentially integrate existing non-championship series events into the new Championship structure, and/or
 - o Trial and implement Championship point structures that they consider will ensure that maximum number of competitors continue in the Championship even though they may not have performed at their best in the opening rounds of competition.
 - o Accommodate options that suit the unique nature of their particular State.
- NB. "Options" will need to be approved by KA.
- During 2015, an incentive program to enable State Champions to compete in the following year's (2016) National KA12, KA Junior and KA1 Championships will be developed and implemented to provide suitable linkage and association between State and National Championship competitions.

STATE CHAMPIONSHIP CLASSES

* Unless otherwise noted, current chassis as designated by KA will be used in competition.

- **Cadet 9** (Currently known as Cadets)
 - o Permitted Engines:
 - New **Vortex Mini Rok** 'Pathway Engine' – Restricted only engine permitted after 2016
 - Comer SW80 for 2015 and 2016 only
 - Yamaha KT100J for 2015 and 2016 only
 - o Chassis: 2015: 880mm kart
2016: 950mm kart
- **Cadet 12** (Currently known as Rookies)
 - o Permitted Engines:
 - New **Vortex Mini Rok** 'Pathway Engine' – Unrestricted only engine permitted after 2016
 - Yamaha KT100J For 2015 and 2016 only
 - o Chassis 2015: 900-950mm kart
2016: 950mm kart only



EVENT STRUCTURE - STATE CHAMPIONSHIP

• **Junior National (Light and Heavy)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet 'Pathway Engine' – Restricted only engine permitted after 2016
 - Yamaha KT100J For 2015 and 2016 only

• **Junior Clubman**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet 'Pathway Engine' – Unrestricted only engine permitted after 2016
 - Yamaha KT100S and Yamaha KT100SEC For 2015 and 2016 only

• **Senior National (Light and Heavy)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet 'Pathway Engine' – Restricted only engine permitted after 2016
 - Yamaha KT100J For 2015 and 2016 only

• **Senior Clubman (Light, Heavy, Over 40)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet 'Pathway Engine' – Unrestricted only engine permitted after 2016
 - Yamaha KT100SE, Yamaha KT100SD, Yamaha KT100SEC For 2015 and 2016 only

• **TaG 125 - Light and Heavy Parity Weights**

- o This Class provides Australian Karting with a category that allows Competitors with a variety of engines to compete with each other on even terms.
- o A variety of TAG style engines are eligible for use in this category.
- o All engines used must be homologated and approved for competition by KA
- o Water cooled
- o TaG 125cc – Unrestricted
- o Parity weights to be applied to all engines

• **TaG 125 Restricted – Light, Heavy, Over 40**

- o Allows competition with a variety of engines to compete with each other on even terms at restricted performance.
- o A variety of TaG style engines are eligible for use in this category.
- o All engines used must be homologated and approved for competition by KA
- o TaG 125cc – Restricted, water cooled

• **X-30 - Light and Heavy**

- o The only engine permitted for use in this Class is the IAME X30 engines only.
- o TaG 125cc – unrestricted, water cooled

• **Open Performance**

- o Current eligibility requirements



EVENT STRUCTURE - STATE CHAMPIONSHIP

EVENT STRUCTURE - STATE CHAMPIONSHIP

RACE MEETING FORMAT

Meeting Duration

- Events 1 to 3 - 2 Days Maximum
 - "Grand Final" event will be permitted to be conducted over a maximum of 3 days.

Practice & Qualifying

- 2 practice sessions for each Classes
- 1 qualifying session for each Classes
- No warm-up session on any day
- 110% of fastest qualifier rule is to be implemented for eligibility to race

Racing

- Two (2) heat races all 15 km
- One (1) final of 20 km

Points & Trophies

- Combined points from heat races determine start position for the final.
- All heat and final points count for championship.
- Trophies only given for Final race result on the day.
- The Championship winner will receive a State Champion Plate
(State Designated Colour e.g. South Australia - PMS 199, Victoria - Navy etc).

Position	Points	Heat Race Points	Final Points	Position	Heat Race Points	Final Points
Pole	2					
1		12	25	9	2	7
2		10	20	10	1	6
3		8	16	11		5
4		7	14	12		4
5		6	12	13		3
6		5	10	14		2
7		4	9	15		1
8		3	8			



EVENT STRUCTURE - STATE CHAMPIONSHIP

Administration

- No Administrative checking required for entries placed through the CMS.
- Timing Transponder number confirmation only will be required prior to the first timed on-track session

Briefings

- Single Driver's Briefing to be conducted prior to qualifying for the Meeting.
- Supplementary Driver's Briefing to be conducted only if the need arises during the course of the Race Meeting.

Timetable

- All Race Meetings are to be run as 'time certain' with all events being pre-scheduled following the closing of entries.

Scrutineering

- Self-scrutineering to apply
- Tags and seals to be supplied with the Competitor holding the responsibility for the affixation of seals and tags prior to the commencement of Competition at the Race Meeting.

Technical Compliance

- See comments under "Technical scrutineering requirements and technical compliance for national & state championships, national series and cup events."

Tyres

- Tyres for these rounds should be limited to be 1 set of tyres for each Class per Race Meeting.

Under 15 (School Age) Restrictions

- Competitors under 15 (of school age) will not be permitted on the Race Track other than on Saturday and Sunday (unless the event is held during school holidays.)

Permit Required

- State Championship Events will require a Permit issued by Karting Australia (National)
- The State Association will retain the permit fee to be paid by the organising Club.



EVENT STRUCTURE - STATE CHAMPIONSHIP

General Provisions

- Tyres will be limited to be 1 set of tyres for each Class for each Round of the Championship.
- Same format as the Australian Kart Championship but with shorter races.
- The points system will be the same as the Australian Kart Championship.
- Under 15 practice and qualifying to be held on the Saturday of the event.
- A Grade 1 Chief Steward, Grade 1 Clerk of the Course and Grade 1 Technical Inspector must be appointed by each State Association to each event.
- Chief Steward and Chief Technical Inspector roles are to be State appointments.
 - o Interstate Officials swap/interchange will be permitted with the costs incurred being recovered from the permit fee retained by the State body.

Suggested Indicative Dates

- Round 1 - 21 and 22 February)
- Round 2 - 6 and 7 of June)
- Round 3 - 29 and 30 of August)
- Round 4 - 3 and 4 of October)

Dates shown are not firm. Actual 2015 dates are expected to be confirmed during September



Venues

- Host clubs for State Championship Meetings should ideally be within 6 hours drive of the State Capital.
- Ideally State Championship events should be conducted at multiple circuits that are not repeated during the Championship.
- State Championship events should only be conducted on circuits graded as either "A" or "B" grade circuits.
- The larger States (geographically) – Western Australia, Queensland and New South Wales will be permitted to conduct a zonal structure (of their choosing) for their Championship as a result of the long distances that may otherwise be required for travel.
 - o This will afford the opportunity for a "Grand Final" event to be conducted by the State if they choose to do so.
- The less populous States; Northern Territory, South Australia and Tasmania can hold their meetings at the same club/s if they determine that to be in the best interest of the competitors in their State's.



EVENT STRUCTURE - STATE CHAMPIONSHIP

TECHNICAL SNAPSHOT - State Championship – Max. 10 Classes

CLASS	ENGINES	CAPACITY & COOLING	HP	RESTRICTED / UNRESTRICTED	CHASSIS LENGTH (mm)	MINIMUM WEIGHT (Inc. Driver)	TaG	TYRES
Cadet 9	Vortex Mini Rok Comer SW80* Yamaha KT100J*	60cc Air	7.6	Restricted	2015 880 (Min)	97kg	Yes	Dunlop SL1
					2016 950 mm	90kg		
Cadet 12	Vortex Mini Rok Yamaha KT100J*	60cc Air	10	Unrestricted	2015 880 (Min)	112kg	Yes	Dunlop SL1
					2016 950 mm	105kg		
Junior National & Clubman	IAME KA100 Reed Jet Yamaha KT100J*	100cc Air	IAME National 12.6 Clubman 20-22	IAME - National Restricted Clubman Restricted	1000mm (Minimum) 1270mm (Maximum)	Nat. 127kg, 147kg Clubman 147kg Nat. 120kg, 140kg Clubman 140kg	Yes	Junior Nat. Dunlop SL1 Junior Club. MG Red
Senior National & Clubman Light	IAME KA100 Reed Jet Yamaha KT100S*	100cc Air	IAME National 12.6 Clubman 20-22	IAME - National Restricted Clubman Unrestricted	1000mm (Minimum) 1270mm (Maximum)	147kg 140kg	Yes	Senior Nat. Dunlop SL1 Senior Club. MG Red
Senior National & Clubman Heavy	IAME KA100 Reed Jet Yamaha KT100S*	100cc Air	IAME National 12.6 Clubman 20	IAME - National Restricted Clubman Unrestricted	1000mm (Minimum) 1270mm (Maximum)	National 162kg Clubman 167kg National 155kg Clubman 160kg	Yes	Senior Nat. Dunlop SL1 Senior Club. MG Red
TaG 125 Restricted Light Heavy Over 40	ANY HOMOLOGATED ENGINE Homologated Engines: F. Rotax 125, F. JMax, Iame X30, PRD Fireball, SQ Cheetah, Leopard RL125, PRD Galaxy	125cc Water	25	Restricted	1000mm (Minimum) 1270mm (Maximum)	Light 160kg	Yes	MG Red
						Heavy 180kg		
TaG 125 Light Heavy	ANY HOMOLOGATED ENGINE Homologated Engines: F. Rotax 125, Iame X30, PRD Fireball, SQ Cheetah, Leopard RL125, PRD Galaxy	125cc Water	28-30	Unrestricted	1000mm (Minimum) 1270mm (Maximum)	Parity Weights Lt. Hvy. 160kg 180kg 155kg 175kg	Yes	Dunlop SL6
X30 Light Heavy	IAME X30	125cc Water	30	Unrestricted	1000mm (Minimum) 1270mm (Maximum)	Light 160kg Heavy 175kg	Yes	MG Yellow
Open Perform.	Rotax DD2 Old CIK Engines KZ2 Engines			Unrestricted	1000mm (Minimum) 1270mm (Maximum)		Yes	

* Eligible for competition until the end of 2016



EVENT STRUCTURE - STATE CHAMPIONSHIP AND CLUB COMPETITION

State Championship and Club Competition Introduction Of New 'Pathway Engines' and Continuing Eligibility of Old Engines						
	2015		2016		2017	
	State Championships	Club	State Championships	Club	State Championships	Club
Cadet 9						
Vortex Mini Rok	Yes	Yes	Yes	Yes	Yes	Yes
Comer SW80	Yes	Yes	Yes	Yes	No*	Yes
Yamaha KT 100J	Yes	Yes	Yes	Yes	No*	Yes
Cadet 12						
Vortex Mini Rok	Yes	Yes	Yes	Yes	Yes	Yes
Yamaha KT 100J	Yes	Yes	Yes	Yes	No*	Yes
Junior National						
IAME KA100 100cc ReedJet	Yes	Yes	Yes	Yes	Yes	Yes
Yamaha KT 100J	Yes	Yes	Yes	Yes	No*	Yes
Junior Clubman						
IAME KA100 100cc ReedJet	Yes	Yes	Yes	Yes	Yes	Yes
Yamaha KT 100S	Yes	Yes	Yes	Yes	No*	Yes
Senior National						
IAME KA100 100cc ReedJet	Yes	Yes	Yes	Yes	Yes	Yes
Yamaha KT 100J	Yes	Yes	Yes	Yes	No*	Yes
Clubman						
IAME KA100 100cc ReedJet	Yes	Yes	Yes	Yes	Yes	Yes
Yamaha KT 100SE Yamaha KT 100SD Yamaha KT 100SEC	Yes	Yes	Yes	Yes	No*	Yes

* Possible Wildcard Entry Permitted



EVENT STRUCTURE - CLUB COMPETITION

CLUB CHAMPIONSHIP and COMPETITION

- Clubs can run “any Class” approved by KA in Club competition days – including Rotax.
 - o Micro and Mini-Max will be permitted in Club Competition as of 2016.
- In the interests of enhanced safety in competition the random draw will not be permitted.
- A timed warm up or a qualifying of 5 minutes will be required in all Club competition.
- New Pathway Engines will be introduced to the relevant Classes as from 1 January 2015.
- All Classes will be conducted using the currently required tyres.
 - ** Unless otherwise noted, current chassis as designated by KA will be used in competition.

• **Cadet 9** (Currently known as Cadets)

- o Permitted Engines:
 - New Vortex Mini Rok ‘Pathway Engine’ – Restricted
 - Comer SW80*
 - Yamaha KT100J*
- o Chassis: 880mm karts eligible in 2015, 2016, 2017

• **Cadet 12** (Currently known as Rookies)

- o Permitted Engines:
 - New Vortex Mini Rok ‘Pathway Engine’ – Unrestricted
 - Yamaha KT100J*
- o Chassis 2015: 900-950mm kart
2016: 950mm kart only

• **Junior National (Light and Heavy)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet ‘Pathway Engine’ – Unrestricted
 - Yamaha KT100J*
 - Junior Clubman
- o Permitted Engines:
 - New IAME KA100 100cc ReedJet ‘Pathway Engine’ – Unrestricted
 - Yamaha KT100S* and Yamaha KT100SEC*

• **Senior National (Light and Heavy)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet ‘Pathway Engine’ – Unrestricted
 - Yamaha KT100J*



EVENT STRUCTURE - CLUB COMPETITION

- **Senior Clubman (Light, Heavy, Over 40)**

- o Permitted Engines:
 - New IAME KA100 100cc ReedJet 'Pathway Engine' – Unrestricted
 - Yamaha KT100SE*, Yamaha KT100SD*, Yamaha KT100SEC*

- **TaG 125 - Light and Heavy Parity Weights**

- o Allows competition with a variety of engines on even terms (parity class).
- o A variety of TaG style engines are eligible for use in this category.
- o All engines used must be homologated and approved for competition by KA
- o TaG 125cc – Unrestricted, water cooled
- o Parity weights to be applied to all engines

- **TaG 125 Restricted – Light, Heavy and Over 40**

- o Allows competition with a variety of engines to compete with each other on even terms at restricted performance.
- o A variety of TaG style engines are eligible for use in this category.
- o All engines used must be homologated and approved for competition by KA
- o TaG 125cc – Restricted, water cooled

- **Yamaha 100 TaG**

- o Permitted Engine
 - Yamaha KT 100SEC

- **Formula J Max**

- o Permitted Engine:
 - BRP-Rotax Junior Max

- **Formula Rotax 125**

- o Permitted Engine:
 - BRP-Rotax FR125 Max

- **DD2**

- o Permitted Engine:
 - 125 Max DD2 engine with a 2-speed gearbox and chainless drive system
- o Chassis:
 - DD2 specific chassis with front brakes and a rear tyre protection system



EVENT STRUCTURE - CLUB COMPETITION

- **X-30 - Light and Heavy**
 - o Permitted Engine:
 - IAME X30 engine only.
 - TaG 125cc – unrestricted, water cooled
- **Open Performance**
 - o Current eligibility requirements
- **KZ3**
 - o Permitted Engines
 - Current or previous CIKFA or KA homologated KZ2 engines
- **Sportsman**
 - o In accordance with the current regulations
- **Micro Max (from 2016 onwards)**
- **Mini Max (from 2016 onwards)**

* KA will determine at some time in the future the cessation of the use of these engines in Club competition.



EVENT STRUCTURE - CLUB COMPETITION

EVENT STRUCTURE

CLUB EVENTS

Entry

- Entry to the event up to and including the date of the commencement of the Race Meeting is permitted

Duration

- Preferable length is 1 day - 2 Days Maximum (including practice day)

Warm-up / Qualifying

- A single timed warm-up or a qualifying session of 5 minutes will be the format for all clubs.
- No points for qualifying.
- 110% of fastest qualifier rule is to be implemented is to implemented for Cadet 9 competition for eligibility to race

Racing

- Three (3) heat races
- One (1) final race (longer than heat races should be run)
- All points count.
- The three races (heats) will determine the starting order for the final.
 - o We need to use these events to teach all drivers that points are more important than no points at all.
 - This will start to remove the last corner desperate move.
 - o Club meetings should be all about a safe and well run, fun event.

Points and Trophies

Position	Heat Race Points	Final Points	Position	Heat Race Points	Final Points
Pole					
1	12	25	9	2	7
2	10	20	10	1	6
3	8	16	11		5
4	7	14	12		4
5	6	12	13		3
6	5	10	14		2
7	4	9	15		1
8	3	8			

Junior Development

- The focus of Junior and Under Age Club racing must be heavily on teaching and allowing the development of driving skills and developing race craft.
- All Clubs should be encourages to implement programs that encourage new Competitors to settle into the sport generally without the immediate pressure that racing creates.

Permit Required

Club Events will require a Permit issued by the State Association.



COMPETITION

EVENT STRUCTURE - CLUB COMPETITION

TECHNICAL SNAPSHOT - Club Competition

CLASS	ENGINES	CAPACITY	HP	RESTRICTED / UNRESTRICTED	CHASSIS LENGTH	MINIMUM WEIGHT	TaG	TYRES
Cadet 9 7-9	Vortex Mini-Rok Comer SW80* Yamaha KT100J*	60cc	7.6	Restricted	2015, 2016, 2017 880mm (Minimum)	97kg 90kg	Yes	Dunlop SL1
Cadet 12 10 – 12	Vortex Mini-Rok Yamaha KT100J*	60cc	10	Unrestricted	2015, 2016, 2017 880mm (Minimum)	112kg 105kg	Yes	Dunlop SL1
Junior National & Clubman	IAME KA100 100ccReed Jet Yamaha KT100J*	100cc Air	IAME National 12.6 Clubman 20-22	IAME - National Restricted Clubman Unrestricted	1000mm (Minimum) 1270mm (Maximum)	Nat. 127kg, 147kg Clubman 147kg Nat. 120kg, 140kg Clubman 140kg	Yes	Junior Nat. Dunlop SL1 Junior Club. MG Red
Senior National & Clubman Light	IAME KA100 100c ReedJet Yamaha KT100S*	100cc Air	IAME National 12.6 Clubman 20-22	IAME - National Restricted Clubman Unrestricted	1000mm (Minimum) 1270mm (Maximum)	147kg 140kg	Yes	Senior Nat. Dunlop SL1 Senior Club. MG Red
Senior National & Clubman Heavy	IAME KA100 100cc ReedJet Yamaha KT100S*	100cc Air	IAME National 12.6 Clubman 20-22	IAME - National Restricted Clubman Unrestricted	1000mm (Minimum) 1270mm (Maximum)	National 162kg Clubman 167kg National 155kg Clubman 160kg	Yes	Senior Nat. Dunlop SL1 Senior Club. MG Red
TaG100	Yamaha KT100SEC	100cc		Unrestricted				
TaG 125 Restricted Light Heavy Over 40	ANY HOMOLOGATED ENGINE Homologated Engines: F. Rotax 125, F. JMax, Iame X30, PRD Fireball, SQ Cheetah, Leopard RL125, PRD Galaxy	125cc	25	Restricted	1000mm (Minimum) 1270mm (Maximum)	Light 160kg Heavy 180kg	Yes	MG Red
TaG 125 Light Heavy	ANY HOMOLOGATED ENGINE Homologated Engines: F. Rotax 125, Iame X30, PRD Fireball, SQ Cheetah, Leopard RL125, PRD Galaxy	125cc	28-30	Unrestricted	1000mm (Minimum) 1270mm (Maximum)	Parity Weights Lt. Hvy. 160kg 180kg 155kg 175kg	Yes	Dunlop SL6
Open Perform.	Rotax DD2 Old CIK Engines KZ2 Engines			Unrestricted	1000mm (Minimum) 1270mm (Maximum)		Yes	

* Eligible for competition until the end of 2017

Club and State Championship competition Classes should be more closely aligned by the start of 201



EVENT STRUCTURE - NATIONAL AND STATE CUP AND TROPHY

(STAND-ALONE) NATIONAL AND STATE CUP/TROPHY EVENTS

Cup/Trophy Events may be permitted at the discretion of Karting Australia at:

- o National Level or
- o State Level
- Cup/Trophy Events will only be permitted to be conducted on dates that do not clash with National Championship, National Series, and State Championship events.
- Cup/Trophy Events may not form part of a Championship or a Series and must be completed in a single Race Meeting.
- Cup/Trophy Events may meet the general criteria of being either:
 - o A traditional event such as the: Lithgow Ladies Event, Coffs Harbour Over 40, Brian Farley Memorial, the Race of Stars; or
 - o A one-off event of significance that is promoted by a Club, or
 - o A special one-off Event that is promoted by a promoter that is neither a Club nor a State Association e.g. a manufacturer or importer of karting components, or
 - o Considered to be worthy of inclusion on the National Calendar of Events.
- Same format as State Championships but with shorter races.
- Maximum duration of the Cup Meeting – three (3) day meeting
 - o Practice
 - o Qualifying
 - o Two (2) heat races
 - o Final.
- Practice and qualifying for school aged children will only be permitted to be held on Saturday and Sunday.

Cup/Trophy Events will require a Permit issued by Karting Australia (National)



EVENT STRUCTURE - NATIONAL SERIES

ROTAX PRO TOUR – NATIONAL SERIES

- National Series
- All Rotax Classes become eligible for competition in the Rotax Pro Tour as from the commencement of the 2015 Rotax pro Tour:
 - o Micro Max
 - o Mini Max
 - o Junior Max
 - o Junior Max Trophy (Not eligible for Series honours)
 - o 125 Max
 - o DD2
 - o DD2 Masters
- Note that Rotax Classes for State Champions will be determined as part of the Pro Tour event structure and are not generally eligible for inclusion in State Championship events in States that host Rotax Pro Tour events.
- Rotax World Rules (technical) to apply
- Maximum 7 Round Series*
- Event Format to reflect a similar structure and format to Australian Kart Championship

Rotax Pro Tour Series and the Rotax National Championship Events will require a Permit issued by Karting Australia (National)

Suggested Indicative dates

- Round 1 - 6, 7, 8 February)
- Round 2 - 3, 4, 5 April)
- Round 3 - 29, 30, 31 May)
- Round 4 - 3, 4, 5 July)
- Round 5 - 25, 26, 27 September)
- Round 6 - 16, 17, 18 October)
- Round 7 - Grand Final)

Dates shown are not firm. Actual 2015 dates are expected to be confirmed during September

Rotax Pro Tour National Series Introduction Of New Engines and Continuing Eligibility of Old Engines									
	2015 Pro Tour Series			2016 Pro Tour Series			2017 Pro Tour Series		
	National	State	Club	National	State	Club	National	State	Club
Micro Max	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
Mini Max	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
DD2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



EVENT STRUCTURE - NATIONAL SERIES

ROTAX CLASS DETAILS

Micro Max**

6.8 HP engine with good torque forgives driving mistakes and is therefore perfect for the youngest to gain their first experiences in karting.

Age: under 10 years of age

The Micro Max engine can be upgraded and raced in Mini Max, Junior Max and Senior Max.

LICENCE	Cadet 9 Licence
COMPETITION LEVEL	2015 - Pro Tour, State, National 2016 – Club, State, Pro Tour, National
ENGINE	BRP-Rotax Micro Max

Mini Max**

This engine is Rotax' next step after the 125 Micro MAX engine.

It has increased performance to 13.6 hp. Designed for drivers from 10-12 years.

The Mini Max engine can be upgraded and raced in Junior Max and Senior Max, or downgraded to race in Micro Max.

LICENCE	Cadet 12 Licence
COMPETITION LEVEL	2015 - Pro Tour, State, National 2016 – Club, State, Pro Tour, National
ENGINE	BRP-Rotax Mini Max

Junior Max **

Junior Max class is a category recognised around the World for junior drivers. The Junior Max engine can be converted into a Senior Max engine via a simple upgrade kit.

The class races on the medium grip Mojo D2 tyre.

LICENCE	Junior Licence
COMPETITION LEVEL	Club, State, Pro Tour, National
ENGINE	BRP-Rotax Junior Max

Junior Max Trophy

Junior Max Trophy class provides less experienced Junior drivers with the opportunity to race at the Rotax Pro Tour, against other Junior drivers of the same experience level. The class uses the Junior Max engine with a controlled chassis (Sodi ST30) on the lower grip Mojo D1 tyre.

Certain components including the axle, wheel hubs, steering eccentrics and carburettor settings - must remain completely standard as supplied.

The Junior Max engine can be converted into a Senior Max engine via a simple upgrade kit.

LICENCE	Junior Licence
ENGINE	BRP-Rotax Junior Max



EVENT STRUCTURE - NATIONAL SERIES

125 Max **

The Rotax 125 Max class is a high performance categories for experienced drivers 16 years and older. The class races on the medium grip Mojo D2 tyre.

The engine meets controlled technical specifications, making the class more user-friendly, cost-effective and ultra-competitive with emphasis on the driver's ability.

LICENCE	Senior Licence
COMPETITION LEVEL	Club, State, Pro Tour, National
ENGINE	BRP-Rotax 125 Max

DD2 **

Rotax DD2 class moves to the highest level of Rotax Pro Tour racing with paddle shift gear changes, extra stopping power and a tyre with more grip for uncompromised acceleration.

The category uses the 125 Max DD2 engine which features a 2-speed gearbox and a chainless drive system.

DD2 specific chassis are manufactured with front brakes and a rear tyre protection system for improved safety. It is the ultimate Rotax class for experienced racers ages 16 years or older.

LICENCE	Senior Licence
COMPETITION LEVEL	Club, State, Pro Tour, National
ENGINE	BRP-Rotax 125 Senior Max

DD2 Masters **

DD2 Masters is a standalone class for the older experienced drivers, 32 years and over.

It offers the same paddle shift gear changes, extra stopping power and uncompromised acceleration as the main DD2 category, but with a heavier minimum weight.

The category uses the 125 Max DD2 engine, which features a 2-speed gearbox and a chainless drive system.

DD2 specific chassis are manufactured with front brakes and a rear tyre protection system.

AGE	32 years +
LICENCE	Senior Licence
COMPETITION LEVEL	Club, State, Pro Tour, National
ENGINE	BRP-Rotax 125 Senior Max



EVENT STRUCTURE - NATIONAL SERIES

** The Top 3 ranked competitors in Classes nominated by the Promoter of Pro Tour at the end of the Pro Tour season will qualify for the Rotax Max Challenge Grand Finals where they will represent Australia and compete against the best Rotax racers in the world.

TECHNICAL SNAPSHOT – Rotax Pro Tour National Series Maximum of 8 Classes

CLASS	ENGINES	CAPACITY & COOLING	HP	RESTRICTED / UNRESTRICTED	CHASSIS LENGTH (Wheelbase)	MINIMUM WEIGHT (Inc. Driver)	TaG	TYRES
Micro Max Cadet 9 Licence	BRP-Rotax Micro Max	125cc Water	6.8	Restricted	2015 - 880mm (Minimum) 2016 -950mm	90 kg	Yes	MOJO
Mini Max Cadet 12 Licence	BRP-Rotax Mini Max	125cc Water	13.6	Restricted	2015 - 880mm (Minimum) 2016 -950mm	105kg	Yes	MOJO
Junior Max Junior Licence	BRP-Rotax Junior Max	125cc Water	20.4	Restricted	1000mm (Minimum) 1270mm (Maximum)	145kg	Yes	MOJO D2
Junior Max "Trophy" Junior Licence	BRP-Rotax Junior Max	125cc Water	20.4	Restricted	Control Sodi Kart	145kg	Yes	MOJO D1
Formula Rotax 125 Senior Licence	BRP-Rotax 125 Max	125cc Water	28.5	Unrestricted	1000mm to 1270mm	165kg	Yes	MOJO D2
Formula Rotax 125 Senior Licence	BRP-Rotax 125 Max	125cc Water	28.5	Unrestricted	1000mm to 1270mm	180kg	Yes	MOJO D2
DD2 Senior Licence	BRP-Rotax Max DD2	125cc Water	32.6	Unrestricted Gearbox	1000mm to 1270mm	173kg	Yes	MOJO D2
DD2 Masters Senior Licence	BRP-Rotax Max DD2	125cc Water	32.6	Unrestricted Gearbox	1000mm to 1270mm	180kg	Yes	MOJO D2



NATIONAL CALENDAR

2015 KARTING AUSTRALIA NATIONAL CALENDAR

Indicative Only

JANUARY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

 Australian Kart Championship
 State Championship

 Rotax National Series
 National & State Trophy Events

* Note this is indicative only is not meant to represent the actual or confirmed dates for 2015. The National Calendar will be released later in 2014.



RULES

RULES – THE AUSTRALIAN KARTING MANUAL

Although our National Competition Rules, General Regulations, Technical Rules and Competition Class Rules as contained in the Australian Karting Manual (“Manual”) has been revised and improved in the latest 2014 version, it remains overly complicated, poorly organised, difficult to read, often ambiguous, duplicated in numerous places, and often in conflict with other Rules.

The following extract is provided by way of example:

“D Grade Provisional Licence

- (i) All new applications for a racing licence will be issued as a D Grade Provisional licence.
- (ii) Prior to competing at their first Meeting, a D Grade Provisional licence holder:
 - must answer the Flag Questionnaire to the satisfaction of the Stewards of the Meeting or the Observed Licence Test Official.
 - If they are Senior Drivers (over 18 years of age) must satisfactorily compete at three (3) Meetings as a D Grade Provisional Driver and officiate at one (1) Meeting as a flag marshal under supervision, and have their licence endorsed after each Meeting. All Cadet, Rookie, Junior and Senior Drivers (under 18 years of age) must satisfactorily compete at four (4) Meetings as a D Grade Provisional Driver and have their licence endorsed after each Meeting. Flag marshal duties are not applicable to these Drivers due to age restrictions.”

As a further example. Our fuel eligibility rules are determined by a “Judge Of Fact”.

Decisions by any judge of fact are final and are not able to be appealed. Yet the rule book contains significant details of the appeal process and requirements for a competitor wishing to lodge an appeal after having been found to have used illegal fuel.

The Manual will be further reviewed and adjusted so as to achieve the necessary simplification and remove the conflicts and ambiguity that plagues it.

We should aim to achieve the relative simplicity of format and language that is a feature of the UK Gold Book and their RACMSA Karting Specific Regulations.

This work has already commenced.



TECHNICAL AND HOMOLOGATION

TECHNICAL

SCRUTINEERING REQUIREMENTS AND TECHNICAL COMPLIANCE FOR NATIONAL & STATE CHAMPIONSHIPS, NATIONAL SERIES AND CUP EVENTS.

It is in the best interests of the sport of karting to ensure that our competition is conducted in the fairest manner at all times. It is both necessary and appropriate to send a strong message to all competitors that the sport will be and will be seen to be conducted with integrity and with the maximum compliance with the Rules of competition.

No form of cheating will be tolerated in the sport.

To this end we would like our Technical Inspectors and Scrutineers at our events to follow a plan that will minimise the opportunity for abuse of the rules.

Procedures to be Implementation

Seals:

- Will be issued at driver sign on (or as otherwise designated in the Rules or Supplementary Regulations.)
- They will be required to be fitted by the Competitors.

Compliance Checking:

Throughout the course of the Race Meeting random checks must be conducted on:

- The first five karts in qualifying and Races (unless time does not allow for them all to be completed.)
- At least one kart chosen at random
- Technical checking should cover a variety of technical requirements including amongst other things:
 - o fuel
 - o pipe length
 - o carburetor compliance
 - o ptg
 - o axle wall thickness
 - o performance item
 - o any other (non-intrusive) item

The expectation is that our Technical Inspectors will, if they see anything at any stage throughout the meeting take the required action at that time and not wait until the final to deem a component illegal.

Overall Race Winners:

- The engines on all winning karts will be checked for compliance with the Rules.
- If a winning Competitor has used two engines over the course of the Race Meeting **both engines should to be checked** for compliance with the Rules.



TECHNICAL AND HOMOLOGATION

Minor Ineligibility – Non Performance

- The smaller items (where there is no safety issue and no performance gain to be derived) that could be considered to be a minor ineligibility should be treated accordingly (such as no tie wire or cable tie on a fuel line) be handled discretely and not made into a large issue.
- The requirement being to fix the minor ineligibility before the next session, provide a warning and then follow up at a later stage.

Tyre and engine seal scanning

- The onus should be placed on the Competitor to present and run a legal kart at all times.
- The two major performance components of the Kart – the engine and the tyres are required to be checked in the following manner. Recognising that volunteer officials can be in 'short supply' at many events, the necessity to have dedicated personnel at the out grid gate to scan tyres and engine seals does not represent the best use of the available human resources at most events.
- The following procedure will be applied for engine and tyre scanning at future events:
 - o The first five (5) placed karts in each event (timed practice when it sets the qualifying order at a Race Meeting, Qualifying, Heats and Finals) will have their tyre barcodes and engine tags scanned after they leave the Race Track and before exiting the Parc Fermé area of the technical centre.
 - o As or immediately after the kart is weighed is the preferable time and place.
 - o A "reasonable number" (as determined by the Technical Inspector) of additional karts in the Event will also have their engine tags and tyre bar codes scanned.

Junior and Under Age Restrictors

- Must be sealed prior to competition.
- The following procedure should be followed:
 - o A competitor will offer a restrictor for compliance checking.
 - o The restrictor will be checked and returned to the competitor.
 - o The restrictor will be then be installed and sealed with the tech inspector watching to ensure that the same restrictor is used.
 - o The Technical Inspector is not to lose sight of the restrictor until it has been installed and sealed.



TECHNICAL AND HOMOLOGATION

HOMOLOGATION

The former process of homologation and approval for racing that was managed by AKA Inc was best described as being slightly dysfunctional. It was in large part not controlled by the sport itself preferring to follow a model wherein the karting supply industry were able to homologate certain components (mainly engines) that once homologated did not provide any guarantee that the component would be subsequently approved for Racing.

The homologation process itself (whereby the component under consideration for homologation was shipped around the entire country for viewing by the various State Technical Inspectors) achieved little in the way of ensuring that the component was as per the required specification. It was costly, laborious and achieved little.

Chassis have not previously been the subject of homologation by AKA Inc.

Karting Australia has determined that a more comprehensive list of components should be either Homologated or Approved for use in Australian karting competition.

The Homologation process is the official assessment made by KA that a Component has been built to a requisite technical specification as prescribed by KA and meets the requirements specified by KA.

The Homologation of a Component is only valid in the group and/or Classes for which it is specified, and for the period indicated on the Homologation form.

A key consideration in the Homologation of any Component is that it must be in the best interests of karting in Australia and complementary to the future direction of karting. Such consideration will be directed by, and at the request of KA.

For a Homologation application to be able to be submitted to KA, it must:

- Have a need as identified by the sport itself at the front end of the process;
- Come in a completed form; and
- Be on the condition that the Manufacturer and/or Importer and/or bonafide agent or distributor has made a statement specifying they will comply with the specifications and requirements of the Rules on the form attached to the Policy and Process.

A completed application can only be submitted to KA by the bona fide Importer or Manufacturer of the Component.

Components to be Homologated and /or Approved

As from 1 January 2015, the following items may be required to be either Homologated and or Approved by Karting Australia prior to use in competition.

- Engines (New engines will be homologated as a complete unit that includes):
 - o Engine,
 - o Carburettor
 - o Clutch
 - o Ignition System
 - o Muffler and exhaust system
 - o Airbox
 - o Radiator (for water cooled engines only)
- Chassis Including:
 - o The full tubular chassis
 - o Brakes (excluding brake pads)
 - o Bodywork (including side pods)
- Rear Bumper

Process & Policy

The full policy and process for the homologation and or Approval of Components needs to be reviewed and approved by the Board for use in the second half of 2014 and beyond.



COMPETITION LICENCES

NATIONAL COMPETITION LICENCES

INTERNATIONAL COMPETITION LICENCES

GETTING YOUR FIRST LICENCE



COMPETITION LICENCES

COMPETITION LICENCE STRUCTURE

AUSTRALIAN COMPETITION LICENCES

All age groups for Australian Competition Licences are to be simplified. The objective is to encourage Drivers to progress through the age groups and licence grades as their driving skills warrant progression - being mindful at of the objectives of junior sporting competition. This will bring us further in line with the international licencing structure allowing the progression in accordance with International expectations.

Birthday	6	7	8	9	10	11	12	13	14	15	16+
Cadet 9 - Limited	Club Only										
Cadet 9											
Cadet 12				Progression							
<i>Mandatory Entry</i>											
Junior							Progression				
<i>Mandatory Entry</i>											
Senior										Progression	
<i>Mandatory Entry</i>											

Cadet 9 (Age 6 – 9)

- Licence Criteria
 - Minimum Age: 6 years old
 - Maximum Age: The end of the year of their 9th birthday
 - Progression Age: May progress to Cadet 12 at any time after their 9th birthday
 - Limitations:
 - Eligible to practice and race in Club competition only using a D Grade Licence from the date of their 6th birthday until the date of their 7th birthday. (subject to KA securing insurance)
 - 110% of fastest qualifier rule is to be implemented for eligibility to race.
 - Eligible to Compete in the Cadet 9 Class (State) from the date of their 7th birthday.
 - Valid for 12 months from the date of issue.
 - Licence Grades A-D within the level.
 - D Grade Criteria to remain unchanged save that Drivers will not be required to start Races from the rear of the grid.
 - Ability to upgrade licences:
 - Will be a combination of results based and competency based assessment.

Cadet 12 (Age 9 – 12)

- Licence Criteria
 - Minimum Age: 9 years old.
 - Mandatory Entry Age: 1 January in the year that they turn 10 years old.
 - Maximum Age: The end of the year of their 12th birthday.



COMPETITION LICENCE STRUCTURE

- Progression Age: May progress to Junior at any time after their 12th birthday.
- Limitations:
 - Eligible to compete in the Cadet 12 Class from the date of their 9th birthday.
- Limited to compete in Cadet 12 Class - may not revert back to Cadet 9.
- Valid for 12 months from the date of issue.
- Licence Grades A-D within the level.
- D Grade Criteria to remain unchanged save that Drivers will not be required to start Races from the rear of the grid.
- Ability to upgrade licences:
 - Will be a combination of results based and competency based assessment.

Junior (12 – 15)

- Licence Criteria
 - Minimum Age: 12 years old.
 - Mandatory Entry Age: 1 January in the year that they turn 13 years old.
 - Maximum Age: The end of the year of their 15th birthday.
 - Progression Age: May progress to Senior at any time after their 15th birthday if they hold a KA 'A Grade' Junior Licence.
- Limitations:
 - Eligible to compete in Junior Classes from the date of their 12th birthday.
- Limited to compete in Junior Classes - may not revert back to Cadet 12.
- Valid for 12 months from date of issue.
- Licence Grades A-D within the level – Prior Learning/Skill Recognition.
- D Grade Criteria to remain unchanged save that Drivers will not be required to start Races from the rear of the grid.
- Ability to upgrade licences
 - Will be a combination of results based and competency based assessment.

Senior

- Licence Criteria
 - Minimum Age: 15 years old or In the year that they turn 15 years old if they hold a KA 'A Grade' Junior Licence.
 - Mandatory Entry Age: 1 January in the year that they turn 16 years old.
 - Limited to compete in Senior Classes - may not revert back to Junior Classes.
 - Valid for 12 months from the date of issue.
 - Licence Grades A-D within the level – Prior Learning/Skill Recognition.
 - D Grade Criteria to remain unchanged save that Drivers will not be required to start Races from the rear of the grid.
- Ability to upgrade licences
 - Will be a combination of results based and competency based assessment.



COMPETITION LICENCE STRUCTURE

LICENCE REVIEW POLICY - EXEMPTIONS

- There should be the capability under the Rules for KA to grant exemptions from the stated licence criteria where it considers that an exemption is warranted including:
 - When the Driver's results, competition performance, assessed skill or prior racing experience are considered to be at a level that warrants a higher Licence grading; or
 - When the Driver's results, competition performance and or assessed skill are considered to be at a level that:
 - Does not warrant a higher licence grading; or
 - Warrants downgrading in the interests of safety.
 - KA will be the sole body permitted to grant any licence upgrade exemption.
 - KA will establish a Licence Review Policy and associated Licence Review Procedure for persons seeking exemption from the published licence grading.
 - A Licence Review Panel of suitably qualified persons will be established by KA to review and make determinations on all such applications.

INTERNATIONAL LICENCES

- All competitors applying for an International Licence must first hold a KA A grade licence.
- In strict accordance with CIK-FIA International Karting Licences For Drivers requirements
 - Grade A
 - Grade B
 - Grade C
 - Grade D

Mechanic / Pit Crew Licences

From the commencement of 2015 at all National Championship and National Series events, all Pit Crew and Mechanics will require a Licence that is issued by Karting Australia.

Mechanics, pit crew, parents and guardians who require access to the Race Track Area, the in-grid, out-grid, technical and scrutineering areas will require a Mechanic / Pit Crew Licence. Without it no access to these areas will be provided.

Persons holding a Mechanic / Pit Crew Licence will be:

- Afforded personal accident cover under the Karting Australia Sports Injury (Personal Accident) Insurance Program.
- Provided with the right to protection under Karting Australia's Member Protection Policy and associated social responsibility policies.
- Not be required to complete a Pit Crew Waiver at each Race Meeting attended.
- Afforded the protection of ensuring that everyone who is directly involved with competition is equally covered by and required to comply with Karting Australia's rules so as to ensure that the competition at all levels has the highest standards of integrity.



COMPETITION LICENCE STRUCTURE

GETTING YOUR FIRST LICENCE

The process involved in obtaining your first karting licence is at best described as generally challenging and not user friendly, at worst it is very difficult and simply off-putting.

Our web site describes it as follows:

Getting into karting is relatively simple. First you need to become a member of your local kart club and start out on a provisional licence. Buying a kart has also been made a lot simpler thanks to a professional trade industry that serves the karters of Australia.

STEP 1 – JOIN A KA CLUB

There are more than 90 clubs affiliated with Karting Australia. Clubs are located right across Australia in both metropolitan and regional centres.

Joining a KA club will give you access to that club's circuit for practice, as well as allowing you to participate in any club championship, social events, working bees and other club activities.

Visit the CLUB FINDER to find the KA club nearest you. Contact the club regarding how you can join.

STEP 2 – GET A KA LICENCE

Once you are a member of a KA club you will need a licence. The licence comes with a KA Karting Manual, which outlines all the rules, regulations and operations of the KA. A KA Licence also deals with insurance while racing.

To find your local state association secretary, visit the ABOUT THE KA page and email your local secretary or call 1300 30 KART (1300 30 5278).

STEP 3 – GET A KART

The karting industry in Australia is always keen to assist newcomers in entering and enjoying the sport. The many kart shops around Australia will be able to assist you with not only purchasing a kart, but also helping you maintain it and acquire the necessary tools and equipment.

Ask your local club or state association for the location of your nearest kart shop or look them up in the White Pages or Yellow Pages.

STEP 4 – GET YOUR SAFETY GEAR

Most kart shops will also offer a range of safety gear – that is, full face helmets, race suits, racing boots, gloves and other optional safety gear such as padded rib vests and neck braces.

STEP 5 – GET A BUDDY

Karting is a friendly, family-orientated sport and karters young and old are always happy to help out newcomers.

Make sure you ask lots of questions of members of your kart club, state association and local kart shop. It is often a good idea to plan your first trip to the kart track with your kart with someone you know so that they can help you with any questions you may have. Also, while at the circuit feel free to ask other competitors any questions.

There are too many steps in this process that do not receive any prompt and efficient reply.

- Karting Australia in conjunction with the stakeholders – Clubs, State Associations, Kart retailers will develop a streamlined process for:
 1. Obtaining the necessary information (Including age and identity verification documents),
 2. Joining a Club, and)
 3. Signing Up for the First Licence)
 4. Completing an OLT
 5. Buying a kart and ancillary equipment and getting started.
- We will develop and implement a marketing and promotional program designed to simplify the process and suitably inform potential competitors of how to get involved in the sport.



CLUBS

RECOGNISING THE ENTRY POINT OF KARTING

SUPERIOR KARTING CLUBS PROGRAM



RECOGNISING THE ENTRY POINT OF KARTING

ISSUES AND IMPORTANCE

Our Clubs are the ultimate 'coal face' of karting in Australia. They are integral and of vital importance to the long term health of the sport in this country.

If karting is the grassroots level of motorsport in Australia our Clubs are the true grassroots of all Australian motorsport. The importance of our clubs in establishing the culture of our sport cannot be understated.

Clubs are infrastructure hungry and have grown organically off the back of localised enthusiast support. The smaller or more populated States show a degree of unhealthy membership cannibalism between Clubs. This is unsustainable.

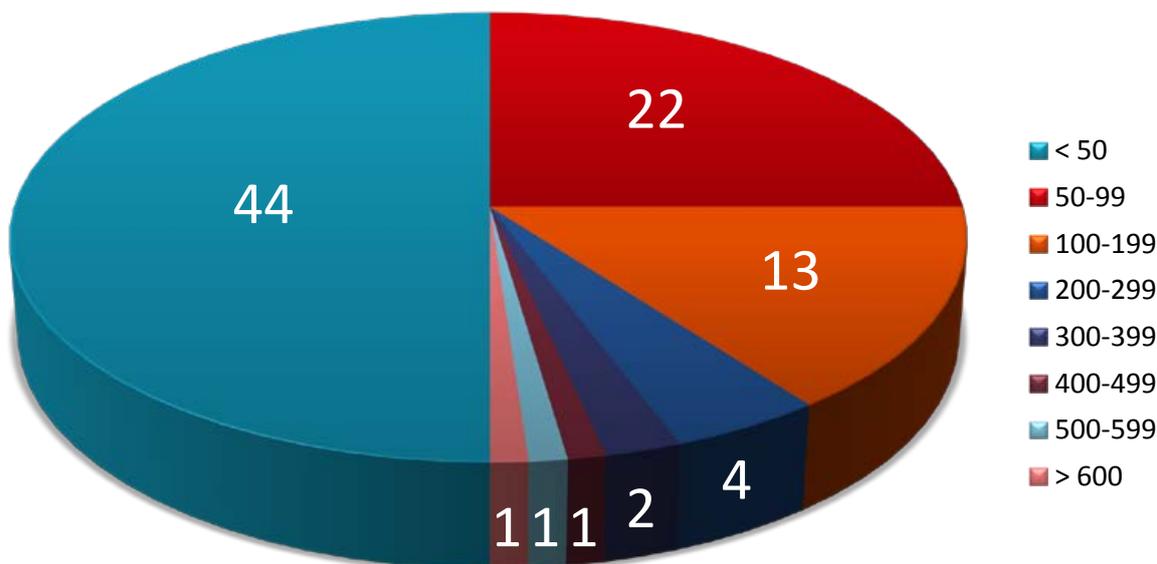
A particularly concerning issue is the large number of Clubs with low membership numbers. They may serve a regional local community but must be considered to be doing so at an alarming cost – both in capital and human terms.

The Clubs are the ultimate volunteerism component for our sport. All Clubs are run by volunteers with often too few doing too much so that race meetings can be held on a regular basis and so that the facility can be maintained.

The Clubs are the first entry point for all new karters. The experience of our new customers and indeed all of our customers at Club level will determine how many people enter the sport, progress through the sport, stay in the sport or leave the sport almost as quickly as they came.

Many of our Clubs need assistance and guidance with a simple "How To" approach to the sport, to running a Club efficiently, to attracting and inducting new members and to running events.

Licence Holder Numbers by Club



RECOGNISING THE ENTRY POINT OF KARTING

RESOURCES

- Many of our smaller Clubs are under resourced.
- They are lacking in both the number and quality of officials that are required to conduct Race Meetings. Their membership base is low.
- There is little or no succession planning for the Club as there are too few new members or officials moving into and through the system.
- Anything other than the mainstream activity of conducting a basic race meeting falls outside of the comfort zone of many Club committees. Accordingly the activities that may serve to attract new members and new officials can often fall into the too hard basket.

Karting Australia will look to assist the Clubs by:

- o Making it easier for people to join a Club, obtain a licence and get racing.
- o Working with the Clubs to develop a program and resources designed to assist the Clubs to simplify the organisation of Race Meetings.
- o Develop and implement simplified effective training to enable Clubs to develop their pool of qualified Officials.
- o Regulate the format of Race Meetings so as to ensure that they are more customer and official friendly.
- o Create and implement a National Junior Development Program that can be implemented simply by Clubs.
 - Engage with the karting industry to support this initiative.
 - Review and when possible create the appointment of a National Club Karting Co-ordinator/Junior Development Officer to work with the Clubs and the States to implement suitable development programs aimed at increasing the level of new participation in the sport.



RECOGNISING THE ENTRY POINT OF KARTING

DISTRIBUTION OF CLUBS BY MEMBERSHIP NUMBERS



RECOGNISING THE ENTRY POINT OF KARTING

“SUPERIOR KARTING CLUBS PROGRAM”

CONCEPT

Karting Australia will commit itself to develop and implement a “Superior Karting Clubs Program”.

This should be developed in conjunction with a sub-committee of key Club stakeholders.

The program should look to build a “Customer First” culture in all Clubs that will create improved value and experiences for all participants. It should encourage and develop those at the coal face of most kart racing activities in Australia (the Clubs) to become better at what they do so as to grow and develop the sport.

The program – a targeted educational and competency based program should provide a framework that gives guidance, recognition and incentives to karting Clubs across Australia to achieve a minimum standard of club administration and to recognise and reward clubs for achieving higher standards of excellence.

The overall view being to encourage them to develop their facilities, their administration, training of volunteers, competition and race day experiences, recruitment and induction of new Competitors.

Karting has the potential to benefit through the allocation of some rewards funding for the Club/s in the States that achieve the highest levels of growth in participation rates at events conducted over the course of a year.

The key objectives of the Superior Karting Clubs Program being to:

- Improve the club membership experience.
- Improve safety at all levels within the club.
- Encouraging regular and increased participation in Club activities.
- Enhancing the sense of pride and camaraderie in the Club.
- Increase new membership.
- Increase membership retention.
- Improve the attractiveness of volunteerism at karting Clubs.
- Attract more volunteers to the sport.
- Assist the Club officials and volunteers to perform more effectively.
- Identify Officials with State and National level officiating skills and assist their progression in the sport

Program

A multi-tier accreditation program that encourages and rewards best practice in:

- Club administration.
- Safety.
- Race day management.
- Membership development and retention including implementation of a ‘Kart Buddy’ approach.
 - o New participants are paired up with experienced Club members to provide orientation, a friendly face, a welcoming smile and advice on how to enjoy the karting experience.
 - o New drivers are taught to drive in a non-threatening (no trophies) environment.
- Volunteer training.
- Broader community engagement.



RECOGNISING THE ENTRY POINT OF KARTING

Clubs can achieve the following levels:

- **Superior** - A level to recognise good club administration, customer first credentials, safety and participation levels.
- **Excellent** - A level to recognise excellent club administration, customer first credentials, safety and participation levels.
- **Exceptional** - A level to recognise exceptional club administration, customer first credentials, safety and participation levels.

The Superior Karting Club Program will consist of recognition and incentive awards for clubs as they achieve the 3 levels in the program. Clubs can only progress once they have achieved the previous level of accreditation.

Possible Extensions

- Quality Kart Shop Accreditation Program
- Quality Training Accreditation Program
- State Management Recognition Program
- Kart School Accreditation
- Kart Trainer Accreditation



RACE TRACKS AND FACILITIES

***THE NEED FOR QUALITY RACE TRACK FACILITIES FOR
QUALITY EVENTS***

TRACK DEVELOPMENT FUND

NATIONAL INFRASTRUCTURE AND FACILITIES STRATEGY



RACE TRACKS AND FACILITIES

THE NEED FOR QUALITY RACE TRACKS

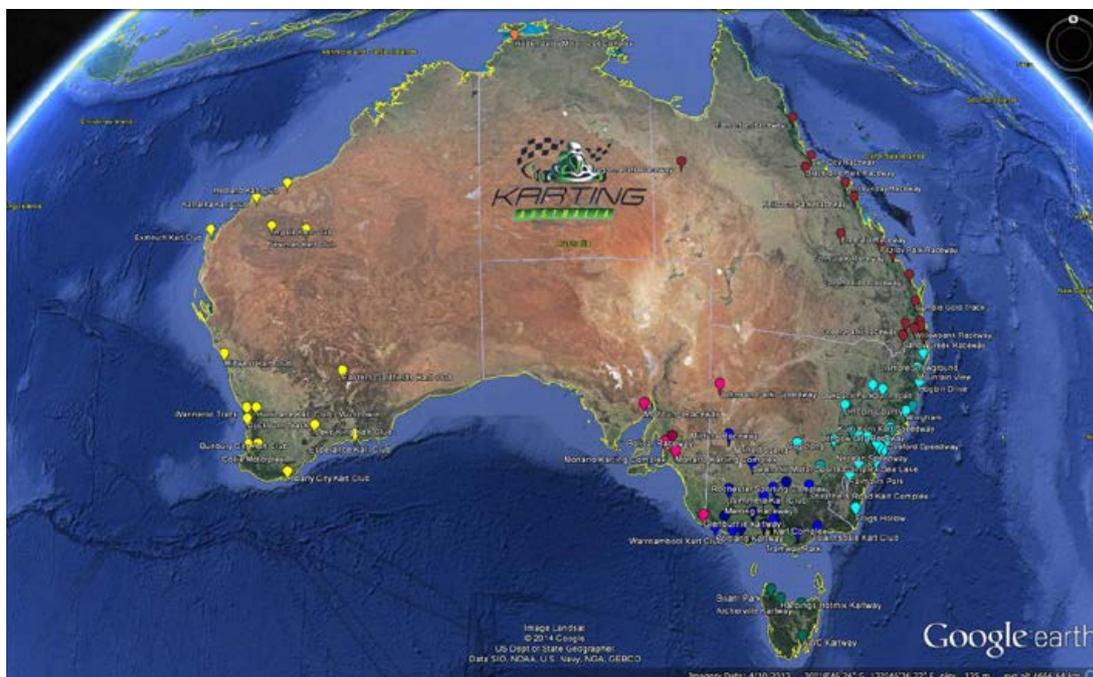
Australia must aim to have at least one international standard karting facility built and in operation within the next decade.

- Australian karting race tracks have grown organically off the back of localised enthusiast support.
- The smaller or more populated States show a degree of unhealthy membership cannibalism between Clubs. This is unsustainable and must be addressed in the longer term.

Karting Venues

Observations & Overview

- There are 80 Karting Australia Licensed facilities across Australia



- Circuits and Clubs have developed and grown organically.
 - o There are too many facilities in some areas of the country that are too close together and compete with each other for members, resources and financial support.
 - o There is the tendency for these Clubs to cannibalise each other and absorb too many financial resources to simply stay afloat.
- Currently there is no grading system of individual tracks and facilities.
- Central repository of circuit information has not existed previously.
- Multiyear planned works programs are required to be developed.
- Individual Circuit Dossiers require development in a standardised format.
- Pit and Paddock facilities at each venue are not currently recorded.
- Access / proximity to services around the facilities are not currently available.
- Lack of understanding of exposure as a facility owner / operator and resultant impacts.
- The minimum manning and officiating requirements for events require consideration so as to be able to accommodate events at various levels (National, State and Club) that may be held at the facility.



THE NEED FOR QUALITY RACE TRACKS

GRADING OF CIRCUITS

- All Australian Circuits will be graded on their capacity to be able to host events at Club, State and National standard.
 - o A Grade – National, State, Club Events
 - o B Grade – State, Club Events
 - o C Grade – Club Events
- **Circuit Requirements:**
 - o Overall circuit safety compliance
 - o Length of circuit
 - o Width of circuit
 - o Track density as determined in accordance with the Rules
 - o Standard and functionality of General facilities including:
 - Race Control
 - Technical inspection areas and facilities
 - Judicial Facilities
 - Paddock Facilities
 - Grid facilities
 - First Aid facilities
 - General amenities including Canteen, toilets
- **Host Club Requirements**
 - o Size of Club, potential volunteer base and the number of qualified Officials
 - o Number of Grade 1, 2 and 3 Officials registered with the Club
 - Stewards
 - Clerks of the Course
 - Technical Inspectors and Scrutineers
 - o Number of Grade 1, 2 and 3 Officials residing within a 2 hour drive of the Club
 - Stewards
 - Clerks of the Course
 - Technical Inspectors and Scrutineers
- **Other Considerations**
 - o Access and accommodation
 - Location of the Circuit – distance and driving time from the nearest capital city
 - Distance to closest airport (regional/city)
 - Accommodation – number of hotel/motel rooms available within 10km and 50 km of the circuit
 - o Support
 - Potential for support of major events by:
 - Local Government
 - Regional Events programs
 - National companies
 - Local companies
 - Local and regional media



THE NEED FOR QUALITY RACE TRACKS

CURRENT CIRCUIT – IMPROVEMENTS & DEVELOPMENT – SAFETY 1st

- The National Safety Committee under the direction of the National Track Safety Inspector and the Operations Director will establish the key priorities for Current Circuit Safety Developments. Such priorities will be established utilising a Safety 1st framework.

The priorities will take account of:

- Australian statutory requirements (if any and where applicable)
- Appropriate CIKFIA Circuit Safety Regulations
- Local needs and requirements
- Club capacity to deliver improvements
 - o Progressively, as Circuit improvement work is conducted, CIKFIA Circuit Safety standards and Regulations should be implemented.
 - o The required improvements will be implemented through a collaborative approach to develop a suitable works plan and associated milestones for each facility
- Each Circuit will be required to provide a full Circuit Specific Dossier to the National Track Safety Inspector that includes the following information:
 - o Circuit Design Plan
 - o Circuit Characteristics:
 - Length
 - Width
 - Gradient
 - Surface
 - Tunnels and Bridges (if any)
 - Lighting For Night Racing (if any)
 - o Track Edges, Verges and run-off areas
 - o Paddock area
 - o Out Grid, Deceleration Lane, Technical Inspection area, Parc Fermé
 - o Starting Grid and Starting Straight
 - o Starting Lights
 - o Flag Points/Control Lights (e.g. TrackSA)
 - o Protective Measures:
 - Protection Barriers
 - Gravel (Catch) Traps
 - Fencing



THE NEED FOR QUALITY RACE TRACKS

- o Circuit Buildings and Facilities
 - Race Control
 - Stewards Room
 - Race Secretary/Race Director's/Clerk of the Course office
 - Medical Centre
 - Timing Room
- o Compliance with current Rules, track regulations and guidelines
- o Currently approved exemptions
- Regular Inspections by the Club Safety Officer, the State Track Inspector and the National Track Safety Inspector should focus on:
 - o Compliance with the Rules, regulations and safety guidelines
 - o Ensuring that the Circuit is being properly maintained in a safe and operational condition.
 - o The main items which need regular attention include:
 - Track surface – cleanliness and general condition
 - Edges, verges and lateral areas
 - Tyre barriers
 - Spectator and debris fencing
 - Kerbs
 - Drains and drainage
 - Circuit demarcation lines
 - Observation and line of sight vision
 - Communications
- Circuits should be inspected regularly and a complete file (utilising a 'tick and flick' form with room for specific comments) of all inspections conducted should be maintained by the inspecting officer and submitted to KA.
- Stewards should inspect the circuit before the commencement of an event to confirm that it is in a safe and operable condition for Competition by utilising a checklist that shall include all safety relevant items relevant to that days competition
- Stewards and wherever possible the Club Safety Officer should inspect the Circuit at the end of each Event so as to assess any damage that may have occurred during the event so as to allow a repair program to be established.
 - o All damage and repairs should be noted and provided to the Club so as the necessary rectification work can be completed prior to the next event.



THE NEED FOR QUALITY RACE TRACKS

NATIONAL INFRASTRUCTURE AND FACILITIES STRATEGY

The development of a National Infrastructure and Facilities Strategy is essential for the long term benefit and future of the sport.

- The organic and largely uncontrolled growth of karting and its associated facilities has led to some regions being 'over supplied' with facilities while others are under supplied with facilities.
- That ¾ of Australia's karting Clubs have less than 100 licence holders and that half of all Clubs have less than 50 licence holders is a very real concern.
- A strategic approach to the development of new Clubs taking account of the needs of the sport must be developed.
- The matter of Clubs without permanent race track facilities - either shared or stand alone, must be addressed. Currently the Constitution only recognises Clubs as being those with their own race tracks.
- The best utilisation of facilities so as to maximise the usage of capital infrastructure must be addressed in over-supplied areas.

A National Infrastructure and Facilities Strategy must take account of:

- Overall needs of the sport.
- The spatial distribution of Clubs along with population densities and potential for maximisation of the usage of facilities.
- The objective to improve safety of circuits as the highest priority.
- Development funding options:
 - o Government support – Federal, State and Local
 - o Commercial support and the opportunity for joint venture / partnership funding
 - o Grants
 - o Karting Australia
 - Track Development Fund
 - State Association funding
 - Club funding
- The co-location of facilities where the sharing of infrastructure can be integrated to identify development and operational cost benefits to the operator.
- The overall community benefit that such a facility provides.
- The ability of the facility to be multipurpose (intra and inter sport) to not only cater for motor sport specific requirements but has a broader sporting and commercial use (alternative revenue generation) for the community as a whole.
- The ability for a facility to be modular in design to allow a progressive implementation over a period of years.
- To ensure access of the facility is affordable for club level activity which may include the ability for multiple configuration/s to cater for shared activity between clubs.
- Assess the viability of the venue in the identified location / site.
- Assess the location and the indicative impacts such a venue will create on the Local region and the State.
- Develop a business case which is supportive of the ongoing sustainability of the venue.
- Ensure that the venue has the ability to cater for a broader range of community activities.



THE NEED FOR QUALITY RACE TRACKS

TRACK DEVELOPMENT FUND

The original concept of the Track Development Fund should be retained and refined so as to better meet the needs and objectives of the sport.

The objectives, processes and what constitutes a project that may be eligible for funding with an interest free loan will be reviewed and modernised so as to take account of the priorities of Karting Australia and to recognise that a National Infrastructure and Facilities Strategy is required by the sport.

New, more appropriate loan documents and processes must be formulated and implemented.

INTRODUCTION

The Track Development Fund has been established to assist in the development of karting as a national sport. Funds may be provided to affiliated State Associations (the beneficiaries of the Trust) to enable affiliated member Clubs to improve and develop facilities for the benefit of the sport so as to increase participation in karting.

IT IS ANTICIPATED THAT FOLLOWING THE COMPLETION OF THE REVIEW OF ALL MATTERS RELATED TO THE FUND AND APPROVAL BY THE BOARD OF KA, THAT THE TRACK DEVELOPMENT FUND WILL FOLLOW PRINCIPLES THAT RESPECT THE PROCESSES, OBJECTIVES, ELIGIBILITY CRITERIA, TIME LINES AND LEVELS OF ASSISTANCE INCLUDING AS OUTLINED BELOW.

PROCESS OVERVIEW

Karting Australia will assess applications from Clubs for funding under this program against a common compliance and eligibility matrix.

Based on the applications received, KA will assess the merit of each proposal based on the assessment criteria in place at the time and will determine the projects to be provided with funding.

WHAT ARE THE KEY OBJECTIVES?

The objectives of the Track Development Fund are as follows:

- To ensure a strong community base for karting at all levels.
- To create quality and safe environments that increase karting participation.
- To assist Clubs in securing/leveraging a financial commitment from the various levels of government, other sport user groups, sponsors, local community and business organisations, Club Foundations, and/or other strategic partners to contribute towards funding the development or upgrade of karting facilities.
- To reduce applicants' submission costs/efforts by providing an application form that will generally satisfy the submission requirements of other funding bodies including Local and State Government.

WHO WILL BE ABLE TO APPLY?

Clubs that are affiliated with a State Association that is affiliated with Karting Australia would be eligible to make an application through their State Association to Karting Australia.

In order to be eligible to apply:

- Once the Superior Karting Clubs Program is functional, clubs must have a minimum of a Superior Level in the Superior Karting Club Program.
- All Clubs and Ordinary Members must be in compliance with Karting Australia rules and regulations and must be of good standing within the sport.



RACE TRACKS AND FACILITIES

THE NEED FOR QUALITY RACE TRACKS

- Must have been an Affiliated Club for a minimum of 10 years.

Generally, those Clubs that have received funding from Karting Australia in the immediate past (say 5 – 10 years) may not be eligible to apply for further funding.

Generally, those who have a current Track Development Fund Loan with Karting Australia as Trustee of the Track Development Fund will not be eligible to apply for further funding.

WHAT ARE THE LIKELY ELIGIBLE AND INELIGIBLE PROJECTS?

Projects that focus on:

- enhancing safety elements required by the sport; or
- enhancing facility elements that are critical to participation in karting; or
- delivering a higher standard of race management and control (such as developing modern Race Control centers)

Would be likely to be considered most favorably.

Eligible projects may include, but are not limited to the following:

- Track safety improvements (not maintenance.)
- Development of new karting tracks and amenities.
- Amenities including toilets, change rooms, showers, grid structures, and scrutineering and technical facilities.
- Track re-surfacing and upgrades.
- Shade structures.
- Flood lighting installations or upgrades.

Ineligible projects may include, but are not limited to the following:

- Projects that require ongoing funding assistance.
- Requests for ongoing assistance with operational costs.
- Routine or cyclical maintenance works.
- Requests for equipment.
- Retrospective funding.

Applicants would be encouraged to discuss their proposals with both the State Association and the relevant Local Government Authority prior to preparing a submission.

WHAT TIME LINES ARE LIKELY TO APPLY?

In order to provide flexibility for applicants to meet timelines for other funding bodies, there is likely to be no closing date for applications. Whilst applications can be potentially submitted at any time, applicants should expect to need to allow up to 3 months for the assessment and approval process to be completed.

WHAT LEVEL OF ASSISTANCE IS POSSIBLE?

As a guiding principle, this program may fund up to a certain percentage of the net project costs, with a maximum loan of up to \$100,000 for club applications/projects. Dollar for dollar contribution by the Club would be looked upon favorably.

The level of funding for each project would be at the complete discretion of KA as Trustee of the Track Development Fund.



JUNIOR DEVELOPMENT

***THE NEED FOR A NATIONAL JUNIOR
DEVELOPMENT PROGRAM***

MAKING KARTING EASIER TO JOIN

THE ROLE OF INDUSTRY

***THE NEED FOR A CONTROL KART FOR
UNDER 9 COMPETITION***

KIDS KARTING



THE NEED FOR A NATIONAL PROGRAM

JUNIOR DEVELOPMENT

Karting has in the past adopted a very casual approach to junior development and trying to attract new Competitors to its ranks (regardless of whether or not they are of junior age or older).

The main entry door to karting has traditionally been through the kart shops across the country and then the Clubs.

Obtaining a licence has been a challenge, some would say difficult.

There needs to be greater emphasis on getting people started in karting in a non-threatening less competitive environment than many Clubs have provided in the past. Learning to drive as a young competitor is daunting. Learning to race is even more so.

Making the right decisions about equipment by the novice has been an extreme challenge. People can very easily lose their way and spend a great deal of money on unnecessary 'go fast bits' that simply are not warranted. Often this leads to disenchantment and a high propensity to quickly leave the sport.

***"If we can make the sport more affordable and easier,
we will succeed in increasing the base."***

COME AND TRY

- Karting Australia needs to "Auskickify" karting
- "Come and Try" activity provides the ideal controlled environment for potential new competitors to experience the thrill and excitement of kart racing.
 - o A more professional approach to the implementation of Come and Try activities must be developed.
 - o It should be developed in conjunction with the Clubs and the retail kart shop sector (as the major beneficiaries of new entrants into the sport.)

CLUB INDUCTION

The first experiences of any person coming into the sport will go a long way to setting their long term expectations about the sport as a whole. If it is a well-managed, pleasurable, non-threatening and friendly experience the likelihood of that person continuing on in the sport will be significantly greater than if their initial experiences are challenging, not well managed and not pleasurable.

The complexities of simply racing a kart are in themselves obstacles to be overcome in the initial phases.

We must strive to improve the new Competitor induction and nurturing programs on offer at our Clubs making karting simpler to join, simpler to learn and overall highly enjoyable from the outset.

- Ipswich Kart Club have recently introduced a program that provides a nurturing and learning environment of new karters to learn what karting is about, to experience the enjoyment of the sport but without the pressure of trophy lead competition. (See image following)
- Similar programs should be developed for national implementation so as to improve the initial experience of new Competitors.



THE NEED FOR A NATIONAL PROGRAM

NATIONAL JUNIOR DEVELOPMENT PROGRAM

- Karting Australia should create and implement a National 'Junior' Development Program that can be implemented simply by Clubs.
 - o Evaluate the viability of 'licencing' one or more suitably qualified karting schools to:
 - Develop a standardised program that can be implemented nationally
 - Manage and implement all elements of a National Junior Development program that includes:
 - Appropriate credentialing of instructor and coaches.
 - Targeted multi-level driver training programs.
 - o Engage with the karting industry to support this initiative.
 - o Review and when possible create the appointment of a National Club Karting Co-ordinator to work with the Clubs and the States to implement suitable development programs aimed at increasing the level of new participation in the sport.
 - o Engage with other segments of the motor sport industry to enhance the recognition of karting nationally.

Kids Karting

The Kids Karting program that was partially initiated by AKA Inc. was put on hold in late 2013. It was decided at the time by the Board of KA that the program was far from ready to be implemented notwithstanding that the induction training elements were considered to be broadly appropriate for the target age group of the program.

KA will not proceed with the "Kids Karting" concept.

The Whole Of Sport Review has considered the various age groups for all KA sanctioned karting activity. In so doing the minimum age for Drivers to start their karting experience will be reduced from 7 years of age to 6 years of age.

- Subject to the necessary insurance approvals, drivers between the age of 6 and 7 years will be permitted to practice and race in Club competition under a Cadet 9 Licence in a Cadet 9 kart.
 - o A 110% of fastest qualifier rule is to be implemented governing their eligibility to race.
- The previously developed induction, training and development of program of the original "Kids Karting" should be reviewed for its appropriateness by one or more specialist kart driver training experts and then (with any modifications considered necessary) form part of the induction and training program for children in the 6 to 7 year age group.
- Additional safety concepts for the 6 to 7 year old participants should be considered and implemented so as to provide the safest possible environment for their participation in the sport prior to being able to commence competition.



THE NEED FOR A NATIONAL PROGRAM

THE NEED FOR A “CONTROL KART” FOR CADET 9 COMPETITION

- There is a place and a need in Australian karting for a standardised (non-technically complex karting package) to be offered at Club level for beginners in the Cadet 9 competition bracket.
- It should be a standardised package of:
 - o Chassis – control chassis
 - o Engine – control engine
 - o Axles – single control specification
 - o Wheels - control
 - o Sprockets – control specification and tooth count
 - A choice of 2 or 3 that can be fixed for specified Circuits
 - o Chain – control specification and length
 - o Brakes – control brakes and brake pads
- The objective being to allow young children to come into the competitive stage of the sport without the need for parents or guardians with significant technical knowledge about how to set up and run a kart.
- It should provide the platform for the Driver to learn about driving, to learn about racing and to compete on an even playing field with the other competitors in their age group.
- It will create an introductory environment wherein the family can start racing with a reasonable budget that is not driven by technical elements with the parents being convinced that it is the other child’s kart or engine or axles, or sprockets that make the difference in initial performance in these formative racing years.

A Control kart package for Cadet 9’s should be phased in over the 2016 and 2017 seasons with full implementation by the commencement of 2018.



SAFETY

RISK MANAGEMENT

A WHOLE OF SPORT APPROACH TO SAFETY

DEVELOPING A 'SAFETY 1st POLICY'

VENUE SAFETY

KART and DRIVER SAFETY



A WHOLE OF SPORT APPROACH TO SAFETY

WHOLE OF SPORT RISK MANAGEMENT FRAMEWORK

Karting Australia must develop and implement a Whole Of Sport Risk Management Framework so as to:

- Establish a culture of 'no surprises' and maximising opportunities
- Provide a common framework to foster a consistent approach to risk
- Reduce physical, financial, legal, moral and political risk exposures
- Develop and disseminate risk management tools and resources
- Enhance returns, sustainable growth and stakeholder value
- To create a differentiating and positive reputation for Karting Australia

All karting organisations must apply risk management process by: -

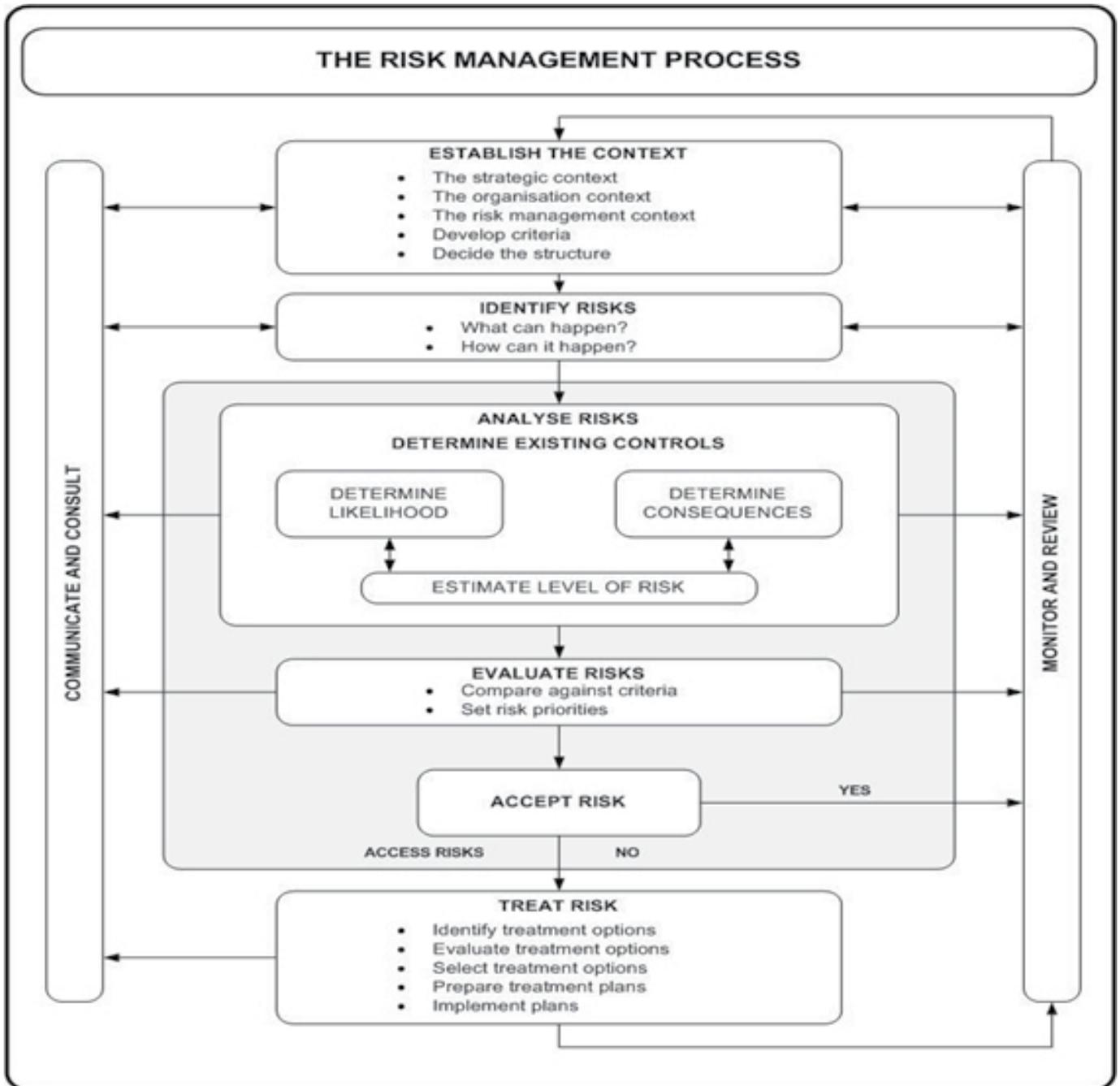
- Identifying and understanding their risk exposures
- Having in place effective methods and models for managing risk which are routinely utilised
- Having available resources, policies and procedures for treating risk which are routinely utilised
- Raising the level of risk awareness with all being aware of their continued obligations

Implementation

- Appropriate KA personnel to 'establish the context' (refer risk management process slide) via workshop, the outcomes including production of a risk management policy statement and program.
- Important considerations include:
 - o The program being in synergy with the strategic plan and complementing that plans goals and objectives
 - o The program structure provides alignment with KA business units/organisational structure allowing for implementation accountability
 - o Facilitate understanding and ownership of the program throughout the sport, with all 'business units', national and state, being accountable for identifying, evaluating and treating the risks to which they are exposed (including documentation)
 - o Each 'business unit' has accountability for risk management programs to be effectively operating in their 'area of operation'
 - o The Governance, Finance and Risk Management committee has responsibility for ensuring that this 'Whole of Sport' program is effectively operating nationally and achieving strategic objectives.



A WHOLE OF SPORT APPROACH TO SAFETY



A WHOLE OF SPORT APPROACH TO SAFETY

SAFETY

Karting Australia will develop a “Safety 1st Policy” along similar lines to the “CAMS Safety 1st Policy”.

This Policy will display KA’s commitment to ensuring the health and safety of Staff, Contractors and Volunteers who work for KA, and for minimising the risk to competitors, participants, officials, contractors, and visitors at KA sanctioned Events, to the extent reasonably practicable.

The main aims of the Policy will be for KA to:

- use its best endeavors to achieve a working environment that, to the extent reasonably practicable, eliminates or reduces risks to health and safety
- recognise that motor sport may present risks to the health and safety of competitors, officials, Contractors, and visitors at a KA sanctioned event and accordingly KA seeks to reduce those potential risks
- developing a ‘platform’ to provide continual improvement to safety in karting activities
- provide a framework where safety and risk management will be integrated into KA’s operational activity, and measure improvements and changes in safety and risk management issues in karting activities.

Fundamental to maintaining a ‘Safety 1st’ culture across all karting activities is the recognition that safety is a shared responsibility whereby all participants in karting, regardless of their role, are contributors to positive safety outcomes.

Put simply, Safety is everyone’s responsibility!

In assessing safety and the associated risk the following basic risk matrix should be used:

RISK MATRIX	CONSEQUENCE			
	1 INSIGNIFICANT	2 MINOR	3 MODERATE	4 MAJOR
LIKELIHOOD				
A – Almost Certain	High	High	Extreme	Extreme
B - Likely	Medium	High	High	Extreme
C - Possible	Low	Medium	High	Extreme
D - Unlikely	Low	Low	Medium	High

VENUE SAFETY

In addition to the CIK-FIA guidelines for circuit safety, a cornerstone to venue safety should be based around appropriate Risk Management processes for Motor Sport.

The key criteria for the safety of circuits is detailed in **CURRENT CIRCUIT – IMPROVEMENTS & DEVELOPMENT – SAFETY 1st** of this report.

The priority of determining the acceptability of a risk of a venue, or if the venue is considered to be “safe enough” for karting competition should be based on the following hierarchy:

Spectators

- Spectators will include all those people who are not officials or competitors/drivers.
- Spectators are the least able to influence the outcome of a high risk situation or an incident, therefore they require the most attention in order to ensure their safety



A WHOLE OF SPORT APPROACH TO SAFETY

Officials

- Officials will include any person who is appointed by the organisers or KA to perform any task in relation to the operations of the event.
- Officials are able to influence the outcome of a high risk situation or an incident to some extent by the manner in which they apply controls to the situation before it occurs, for example by waving a warning flag or designing an engineering control (placement of a tyre buffer) or introducing an administrative control (rule/regulation).
- The attention paid to an official's safety is no less than that of a spectator; however there are more controls which can be activated by an official than by a spectator.

Competitors/Drivers

- Competitors and/or Drivers are those persons who either provide the kart or drive the karts in the event.
- Drivers are most able to influence the outcome of a high risk situation or an incident as they are the single controlling factor in establishing a high or low risk environment in relation to how they are driving their car at any one time. Therefore they have their own control mechanism for regulating risk.

The Safety of a venue must be assessed in respect to each of the above groups of stakeholders. This principle should be followed when undertaking an inspection of a venue.

A number of tools and processes to assist Venue Operators with assessment and control of the risk environment at a venue should be developed. These resources should include:

- TRA (Targeted Risk Assessment) Form and instruction regarding how such document should be completed
- Risk Register
- Sample Material Safety Data Sheets
- Safety 1st Checklists
- Site inductions

CIRCUIT SAFETY

A Circuit Specific Dossier shall be prepared for all existing facilities.

All new Race Track developments will be required to take the following criteria as paramount to design:

- Australian statutory requirements
- CIK-FIA Circuit Safety Regulations
- Specific design and planning regulations and requirements
- CIK-FIA safety barrier design and implementation

All track modifications requested by the Stewards of the Meeting shall be suitably documented and advised to the National Track Safety Inspector

KARTS

Karts used in competition shall be closely aligned with CIK/FIA regulations especially in the areas of:

- Impact testing (side, front and rear)
- Adoption of CIK-FIA safety measures
- Closer collaboration with the CIK-FIA safety initiatives
- Adoption of CIK-FIA rear wheel protection on all categories of karting with a phase in period



A WHOLE OF SPORT APPROACH TO SAFETY

In the interests of improved safety, and following international best practice, from the commencement of the 2015 Season all karts in National Championship and National Series events will be required to have an approved rear wheel protection devices (rear bumper bar) fitted for all on-track activity.

It is highly recommended that approved rear wheel protection devices be fitted to all karts for competition. It will become mandatory for all karts in all levels of karting Australia competition from the commencement of the 2016 Season.

All rear wheel protection devices will be required to be Homologated / Approved by Karting Australia.

COMPETITOR SAFETY

Enhanced Competitor Safety shall be achieved by

- Stricter enforcement of the Code of Driving Conduct on Circuits
- Universal and consistent implementation of Track Safety Regulations
- Enhanced Track Safety Regulations
- Adoption of universal safety apparel for specific age groups based on scientific research as concluded by the CIK FIA
- Implementation of specific Helmet regulations for appropriate age categories

In the interests of improved safety, and following international best practice, from the commencement of the 2015 Season all KA Junior, Cadet 12 Competitors in the National Championship and National Series events will be required to wear an approved chest/rib protector during all on-track driving activity.

For all other levels of competition in 2015, it is highly recommended for Cadet 9, Cadet 12 and Junior Competitors to wear an approved chest/rib protector during all on-track driving activity. This will become mandatory for all Cadet 9, Cadet 12 and Junior Competitors in all levels of Karting Australia competition from the commencement of the 2016 Season.

http://www.ribtect.com/RibtectChest_SFI.html

OFFICIALS SAFETY

The Safety of all volunteers is paramount to the longevity and wellbeing of the sport.

Officials safety will be achieved by improved:

- Adherence to regulations
- Training programs
- Incident management programs
- Reporting structures and processes

MEDICAL RESPONSE

A formal medical response policy will be developed and implemented nationally that recognises the need for appropriate, affordable first aid and medical response at karting events .

The policy should recognise that events of different classifications – Club, State - Championship, Series, Trophy and Cup and National - Championship, Series, Trophy and Cup will required differing levels of medical response.

The CAMS medical response policies should be reviewed for consideration and amendment so as to suit the requirements and meet the needs of Karting Australia sanctioned events.



JUDICIAL and RACE MEETING CONTROL

***ENSURING FAIRNESS EQUITY AND INTEGRITY
IN OUR SPORT***

***JUDICIAL SYSTEM -
PROCEDURAL REVIEW and OVERHAUL***

DRIVERS BRIEFINGS

RACE CONTROL

CODE OF DRIVING CONDUCT



ENSURING FAIRNESS EQUITY AND INTEGRITY

JUDICIAL

The current karting judicial system is to be fully reviewed so as to modernise it and to ensure that it is conducted with FAIRNESS, EQUITY AND INTEGRITY at all times.

The judicial system must meet the basic requirements of applying procedural fairness, and natural justice to all Competitor having due regard to the circumstances being considered.

The Rules covering the judicial and sporting functions of Karting Australia should be further reviewed and redrafted as appropriate so as to:

- More closely align them to the CIK-FIA Regulations
- Simplify them and remove any ambiguities within them
- Ensure that an appropriate Schedule of Penalties is developed for application at Events.
 - o For National and State Championship, Series and Stand Alone Cup and Trophy Events; to develop and implement a suitable penalty and offence schedule that recognises acceptance of liability and a breach of the Code Of Driving Conduct by a Competitor (i.e. the application of a lower penalty for an early guilty plea.)
- Recognises that inquiries and Complaints should be primarily initiated by the standing Officials of the Race Meeting (and not upon the lodging of a complaint by a Competitor.)
- Removes the right of a Competitor to bring forward 'witnesses' of on-track racing incidents that are the subject of a judicial matter.
- Requires all Competitors in National and State Championship, Series and Stand Alone Cup and Trophy Events carry a forward facing and rearward facing functioning DV mini-cam (Go-Pro or similar) in all Competition sessions at a Race Meeting and that such vision recorded must be made available to the Stewards of the Meeting for the conduct of judicial inquiries and hearing.

DRIVER'S BRIEFINGS

The Driver's Briefing conducted at each race Meeting and the required content of each briefing should be reviewed so as to ensure that all Briefings are more relevant to the following:

- Specific and unique aspects of the host circuit about which the drivers and teams need to be informed prior to racing.
- Details of any peculiar elements related to the specific Event and or the Circuit at which racing is to occur.
- Advice about the impact of potential and or prevailing weather conditions of which the Competitors and drivers need to be aware.
- Any general matters about the circuit upon which racing is to be conducted.
- Reminder of the Code of Driving Conduct
 - o For National and State Championship, Series and Stand Alone Cup and Trophy Events, review of Code of Driving Conduct infringements from the previous event with feedback from the Chief Steward about acceptable conduct.
- For National and State Championship, Series and Stand Alone Cup and Trophy Events any specific instructions of which either the Clerk of the Course, the Chief Steward or the Chief Technical Inspector feel that Competitors need to be aware.
- Inclusion of site specific Safety Briefing which includes key points regarding the overall site which may have an impact upon Competitors. Such points would be seen as similar to a site induction.



ENSURING FAIRNESS EQUITY AND INTEGRITY

RACE CONTROL

- The manner in which events of differing standard are controlled and are able to be controlled by the Officials appointed to the meeting will be reviewed so as to recognise that different events require different levels of Officiating to enable them to function properly.
 - o It will recognise National Championship events require and must have a higher number of senior officials officiating at them to ensure that the necessary integrity of the competition is maintained at all times.
 - o Club events require lesser numbers of Officials and will of necessity be controlled in a slightly different way to the way in which State and National events must be conducted.
 - o The objectives of Club events are to provide a fun event that is conducted in the safest possible manner at all times.
- For National and State Championship, Series and Stand Alone Cup and Trophy Events the Clerk of the Course should be in control of the racing and on-track activities at all time.
 - o Details that will be considered in the review will be:
 - That Championship events are best controlled by the Clerk of the Course from Race Control and not on the circuit at ground level
 - The Stewards are the supreme authority at the Race Meeting and should be positioned and act accordingly. Their role is to ensure that the Race Meeting is conducted in accordance with the ISC, the Rules and all Regulations for the event.
 - The requirement for radio communications or land line communications to the core officials
 - The use of corner camera's with direct link to Race Control and or Stewards
 - Minimum number and type of officials to be stationed in Race Control while racing is in progress



ENSURING FAIRNESS EQUITY AND INTEGRITY

CODE OF DRIVING CONDUCT

Currently Australia does not appear to operate under any standardised Code of Driving Conduct.

It is essential that a Code of Driving Conduct be developed, included in the Karting Australia Rules and implemented nationally from the commencement of 2015.

Karting Australia will convene a panel of suitably credentialed drivers, driving coaches and officials to review the **CIK-FIA Code of Driving Conduct** for its suitability to be applied nationally in all forms of Karting Australia sanctioned racing and events.

The current CIK-FIA Code of Driving Conduct follows:

“3.6 CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

3.6.1 - Observance of signals

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) substituted by **CHAPTER 15 OF THE AUSTRALIAN KARTING MANUAL (Flag Signals)** are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

3.6.2 - Overtaking during a race

a) A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.

If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake.

Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.

b) Overtaking, according to the circumstances, may be carried out either on the right or the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited.

Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.

c) Drivers must use the track at all times. For the avoidance of doubt:

- The white lines defining the track edges are considered to be part of the track but kerbs are not.
- A Driver will be judged to have left the track if no part of the kart remains in contact with the track.

Should a kart leave the track for any reason, and without prejudice to 2d) below, the Driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

d) Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the exclusion of any Drivers concerned.

e) Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Competitor.



ENSURING FAIRNESS EQUITY AND INTEGRITY

3.6.3 - Karts stopping during a race

a) The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.

b) Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.

If the Driver is unable to move the kart, it shall be the duty of the Marshals to assist. If such assistance results in the Driver re-joining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

c) Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.

d) Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.

e) Pushing a kart on or along the track is prohibited.

f) Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

3.6.4 - Entrance to the pit lane (to the Repairs Area or to the Servicing Parks)

a) The so-called «deceleration zone» is a part of the pits area. The section of track leading to the pit lane shall be referred to as the «pit entry».

b) During the practice sessions and the race, access to the pits lane, to the Repairs Area or to the Servicing Parks is allowed only through the pit entry - deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

c) Any Driver intending to leave the track or to enter the pit lane, pits or the Servicing Park or the Repairs Area shall signal his intention in good time and should make sure that it is safe to do so.

d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the track is prohibited.

e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repairs Area for the purpose of separating karts leaving the pits or the Repairs Area from those on the track must not be crossed by any part of a kart leaving the pits."

Note: It is important that the completed review of the Code Of Driving Conduct penalises all drivers who leave the track and do not immediately redress the situation so as to remove any advantage that may have been gained.



OFFICIALS

***OFFICIALS - RECRUITMENT, RETENTION,
RECOGNITION AND TRAINING***

"1 SPORT – 1 RULE BOOK" PROGRAM

ACCREDITATION



RECRUITMENT, RECOGNITION, TRAINING AND ACCREDITATION

OFFICIALS

TRAINING AND GRADING OF OFFICIALS

Without volunteers and officials the sport of karting would not exist. There are five key areas that are acknowledged and will be priorities for development:

- Improved National Training and Accreditation
- Consistent interpretation of regulations (achieved through training and accreditation)
- Improved competitor/official interaction (respect is earned by both officials and competitors)
- Updated clear concise handbook
- Streamlined efficient judicial process

Observations

- Some of the current officiating mentality is to hinder rather than to help. While this is in the minority of officials, the prevalence of it at many Race Meetings has a negative impact upon the sport and adversely affects the culture of karting.
- Too much of it is based on the “that’s how we’ve always done it mentality”.
- Official’s upgrade process is not competency based.
- There is significant variation of interpretation and application of the Rules from Club to Club and from State to State.
- Contradiction and inconsistency between the Rules, Officials Handbook and general ‘Custom & Practice’.
- MUST develop a customer service focus.
- There is a lack of WHS Policy and procedure understanding including risk identification and mitigation.
- There is a lack of nationally focused base level training to ensure consistent messaging across all Karting Australia activity.
- Lack of specialist training for senior level officials.
- Understanding how to operate in a Team environment.
- Understanding conflict resolution techniques and their application.
- Quality training, in combination with a clear reward and recognition program for officials who excel will in turn lead to increased retention of officials.

RECRUITING and RETENTION

A strategy will be developed and implemented that is designed to attract Officials to the sport and retain them with an associated ‘career path’ in the sport.

- Integral in the process will be a greatly improved attention to:
 - o Training
 - o Assessment
 - o Accreditation
 - o Recognition
 - o Upgrading pathways to be clear and concise
 - o Similarity to National CAMS licence structure allowing cross co-operation

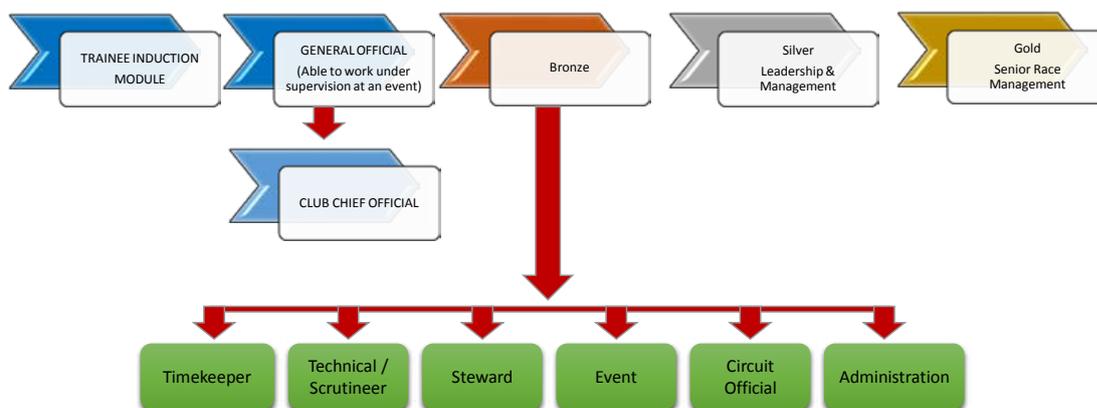


RECRUITMENT, RECOGNITION, TRAINING AND ACCREDITATION

TRAINING

- On-line nationally accredited training is to form the core element of Karting Australia’s future training programs. Karting Australia will fully investigate the current CAMS training policies and programs to determine the suitable integration of dedicated karting officiating modules within their training structures.
- Proposed Officials Pathway Structure:

Officials Training Pathway



- Training to be facilitated in two key work parcels
 - o National training module/s (on-line) to be completed by all as a standardisation tool.
 - o Specialist training modules for all key senior roles to be developed and delivered face to face.
- Most Licence upgrades will involve a training module (theory) and a practical component (event assessment.)
- The development of a “1 Sport - 1 Rule Book” culture in the sport.
- The goal being to create consistency of interpretation and application of our Rules across all competitions across the country.
- Adequately equipping our Officials to perform their functions at Race Meetings.

RECRUITMENT, RECOGNITION, TRAINING AND ACCREDITATION

“1 Sport - 1 Rule Book”

There is very significant inconsistency of interpretation of the Karting Australia Rules and the International Sporting Code (ISC). This occurs at all levels of competition across the country.

Karting is a national sport, it is centrally regulated and yet too often our officials apply either a Club interpretation, a State interpretation or their own personal interpretation in their application. In large part this is as a result of:

- Lack of a national training program
- Lack of suitably qualified and accredited officials at events (meaning that too few are doing the work of too many to just make the race meeting happen)
- Senior State Officials who have elected to develop their own interpretation of rules and then provided instruction to their subordinate officials who then perpetuate the local interpretation
- Idiosyncrasies that have crept in over time
- Local pressure (particularly in small Clubs and in regional areas.) It is sometimes very difficult to apply sanctions against a driver who is a friend or well-known acquaintance
- Officials who do not recognise that their role is not to catch a number of competitors breaking the rules but it is to ensure that competition is fair and that our customers enjoy themselves.

A “1 Sport – 1 Rule Book” culture must be developed and applied across the country at all levels of competition.

Proposed Way Forward

- Development of detailed position descriptions and operating procedures for all operational functions at a Race Meeting.
- Development of an organisational chart that details the hierarchy and control at events – Club, State and National levels.
- Development of national training methodology which supports a competency based recognition system with an appropriate pathway.
- Initial training and constant reinforcement that the best way to create sporting integrity and enjoyment and a safe racing environment for our customers is to fairly and consistently apply the rules as written on all occasions
- Roles and competency must also be aligned to the overall competition framework moving forward.
- Mixture of E Learning and face to face delivery will be required to achieve the desired training outcomes and resultant competencies.
- Key components for inclusion must include a ‘Can Do’ and ‘Customer Focused’ approach.
- Development of a clear recognition, reward and retention strategy for officials.
- Overall review and consolidation of roles as required and segregation into key operational areas.

GENERAL

- The minimum manning requirements for events consistent with the type of activity required must be reviewed being cognisant of the level of event being conducted.
- Develop a basic ‘tick box’ checklist for Stewards / Clerk of the Course that will be completed prior to commencement of an event.
- Key components for inclusion must include a ‘Can Do’ and ‘Customer Focused’ approach at all times.
- Arrange for briefing for Clubs / Circuit Operators with Karting Australia’s Insurers to better understand exposure and impacts of ‘Risk Management’.
- Work more closely with Clubs to assist in the challenges facing officials

Be Somebody Who Makes Everybody Feel Like A Somebody!



BRAND AND MARKETING

***NATIONAL SPORT NEEDS A NATIONAL APPROACH
TO BRAND DEVELOPMENT***

***CREATING A HOLISTIC BRAND AND APPROACH
TO MARKETING***

KARTING AMBASSADORS



A NATIONAL APPROACH TO BRAND DEVELOPMENT

NATIONAL SPORT NEEDS A NATIONAL APPROACH TO BRAND DEVELOPMENT

It is essential that karting presents as a united and unified brand.

While Karting Australia has adopted a modern logo to befit its new identity and has also prepared and registered logos for all State associations that are consistent with the parent brand, the uptake by the States has been slow. There is a reluctance and in some cases a certain belligerence involved with the adoption of the consistent brand.

The adoption by all States and Territories of the consistent logo identification should be seen as a priority.

Having a consistent identity across all States and Territories brings with it significant benefits from which all States and the National organisation will benefit.

A strategy should be developed and implemented that will ensure that all States and Territories have adopted and put into use the new logo's by no later than 31 December 2014.

KARTING AMBASSADORS

The role of karting in developing the careers of Australia's top drivers has been neglected for too long.

All of the Drivers in the V8 Supercar Championship and most of the higher profile CAMS motor racing Championships began their racing in karting. Mark Webber and Daniel Ricciardo commenced his career in Australian karting.

The entire Formula 1 grid started their racing careers in karting.

Karting Australia will seek to develop a "Karting Ambassador Program" that recognises and promotes our current slogan and hash tag - #RacingStartsHere with

- o Former karters who have 'graduated' from karting to CAMS and FIA standard racing
- o V8 Supercars
- o CAMS



A NATIONAL APPROACH TO BRAND DEVELOPMENT

CONFERENCE AND TRADE SHOW

One of the underlying roles of a national sporting body is to work to bring the sport that we manage together. To enable participants and administrators at all levels to learn, understand and share common goals and objectives.

In the past AKA Inc. have, at significant expense brought a select few administrators together to meet and manage the sport.

Karting Australia has a much broader view of engagement with our karting industry members. Our Competitors, Club administrators, State administrations, Officials, Importers, Event Organisers, Retailers, Suppliers, Engine Builders and Circuit Operators (including the hire kart community).

Karting Australia will conduct a full feasibility on staging an annual or biennial karting conference and Trade Show with a view to implementing an inaugural event in either 2015 or 2016.

Why Hold A Conference and Trade Show

A conference is the one place the people who “get it” are able to come together and do a better job when they return home. The power of a meeting comes from the community that forms for those few days.

A conference will keep our stakeholders in the sport from being insulated from what is going on in the “real world” of karting. It is important to hear what is going right with other Clubs, events and States, not just listening to naysayers.

A Conference is a place to learn and to exchange ideas. A Trade show is a place to see the latest products that are or could be of use in our sport. In combination they are a place to gain inspiration, share knowledge and do deals. It is our role to facilitate this for our industry.

There is great power from people seeing possibility of what others have done in similar circumstances. Those who come can pledge to move ahead, hold themselves accountable and work to grow the sport as a whole – not just as 88 individual Clubs and 7 individual States and Territories, but as one national sport. You can't do that unless you start off face to face and with shared stories. A well-constructed conference will facilitate this.

The goal is to get people to see possibilities of what they could change and improve, not focus on what they can't.

10 More Reasons

1. Build Morale and improve leadership skills
2. Facilitate Training
3. Directly Brief our customer base and share the vision and mission of the governors of the sport
4. Solve Problems
5. Exchange Information
6. Initiate and Review Policies
7. Refine and or Develop Annual Strategy
8. Brainstorming and idea generation
9. Create product awareness and ideas
10. Look to develop new opportunities



THE KARTING INDUSTRY

***RECOGNISING AND EMBRACING THE ROLE
OF THE 'KARTING INDUSTRY'***

BUILDING KARTING TOGETHER



RECOGNISING AND EMBRACING

WHAT IS THE 'KARTING INDUSTRY'?

Most people surveyed and in discussions seem to adopt a relatively narrow definition of the term and refer to the companies that service karting competition in Australia as the "karting industry." The group includes:

- Australian based manufacturers of karting components including chassis and engines
- Australian importers of karting components that are used in competition including chassis, tyres and engines
- Retail kart shops that sell karts and karting components for use in Australian Karting competition
- Engine builders/tuners who machine, build, re-build and tune engines for customers who compete in Australian karting competition

A broader definition would include the four groups mentioned above plus:

- Karting Clubs
- Competitors (the people who actually spend the money)
- State Associations
- Potentially the commercial hire kart facilities (should we ultimately embrace them in the administration and sport.)

Karting has struggled to properly embrace 'the industry' over many years. Commercial competitors have a high level of mistrust for the larger importers, manufacturers and distributors.

Karting Australia's current approach is to work collaboratively and collegiately with the members of the karting industry that have the capacity to bring increased participation and retention; and added value to the sport. To deal with individual companies in commercial confidence and to discuss at length the concept of developing and growing the sport of karting so that the sport itself flourishes and the industry that surrounds it benefits as well.

Karting Australia's primary concern is for our Competitors - the people who spend the money on the sport. It is only by being primarily concerned for the wellbeing of our Competitors that the State Associations, Clubs and indeed the sport as a whole will grow. The Competition elements announced in this Whole Of Sport Review are clearly designed to provide both short and long term benefit to our main participants by providing better value for money for them which in turn will benefit all stakeholders.

FUTURE ROLE

Karting should look to more closely embrace those members of the karting industry that seek to add value to the sport. This could be in the form of creating/adopting/facilitating development programs and programs that make it easier for people to come into and then want to stay in karting.

- Karting Australia will seek to work with the retail kart shops to develop a simple campaign to make it easier for beginners to get into karting.



PATHWAYS – KARTING FOR FUN AND/OR STRIVING FOR EXCELLENCE

***THE IMPORTANCE OF ALL LEVELS OF KARTING
– CLUB, STATE AND NATIONAL COMPETITION***

***FUN FOR ALL, EXCELLENCE FOR SOME
- KARTING DELIVERS***



KARTING FOR FUN AND/OR STRIVING FOR EXCELLENCE

KARTING FOR FUN and DEVELOPMENT PATHWAYS



Karting in Australia can and should be viewed in several different ways.

CLUB LEVEL COMPETITION

It can and should be seen as a recreational sport conducted under a safe and regulated environment for those who wish to participate in grassroots motorsport and/or as the entry point into the sport with competition and being conducted on a reasonably affordable (having due regard for it being motorsport) and time efficient basis – karting for karting's sake.

Club level competition should always be presented so as to meet these objectives.

Characteristics of Competition

Cumulatively the highest number of participants | localised competition | introductory level | 'run what you bring' Classes | fun | social | lowest levels of technical complexity | most affordable

STATE COMPETITION

As the competitor's proficiency develops, some will decide that they want to test themselves against other people and in a higher standard of competition.

State Championships and special state events have traditionally filled this role and will continue to fill this role. The cost of participation will be higher than at Club level but for the benefit of all participants and with a view to increasing the rate of participation, these costs must of necessity be controlled.

It will start to prepare Competitors for the higher levels of competition that can be expected from National competition. It should allow drivers to develop race craft, team members to develop the technical knowledge to be able to properly tune and adjust their karts for competition and to learn the value of building a championship as a result of racing for Championship Points at every opportunity.

Characteristics of Competition

'Serious' competitors | State-wide competition requiring only intra-state travel | significantly higher level of competition than Club competition | introduction to the 'national' style of Classes | development of race craft | increasing levels of technical complexity | less affordable than Club



KARTING FOR FUN AND/OR STRIVING FOR EXCELLENCE

NATIONAL COMPETITION

Similar to State competition, National Competition will provide a higher standard of competition within the permitted Classes.

It will also provide the scope for development in Championship competition through the designated classes from under age competition, to juniors, seniors and internationally recognised classes.

National Competition should be the highest level of participation in karting and showcase karting at the highest level

Characteristics of Competition

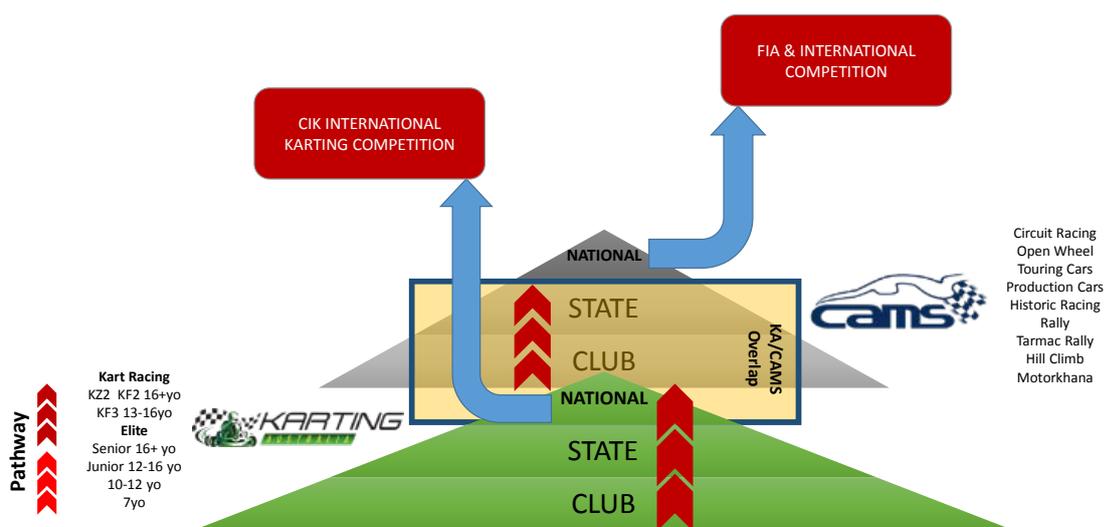
Competitors wanting to compete at the highest levels in their Classes | Lowest Competitor Numbers | Competition requiring inter-state travel | Highest level of competition | National Championship Classes | Higher development of race craft | increasing levels of technical complexity | most expensive level of competition in Australia (by Class) | Essential level of competition for drivers and teams on a motorsport pathway to either CAMS motorsport or International competition

INTERNATIONAL COMPETITION and BEYOND

Post KA competition.

Competitors who have serious motorsport competition intent decide upon a Pathway that leads either into CAMS competition or international karting/motorsport competition.

KA in conjunction with CAMS will be developing and implementing appropriate driver development pathways and support for those competitors who desire to compete at the higher levels of National and International/ CAMS competition.



KARTING FOR FUN AND/OR STRIVING FOR EXCELLENCE

ELITE DRIVER DEVELOPMENT

Karting Australia will work closely with CAMS as the recognised National Sporting Organisation for Motorsport by the Australian Sports Commission (Federal Government), in developing an Elite Driver Program to promote high performance.

This program will be aligned with the Federal Governments "Winning Edge" Program for elite athletes which is focused on peak performance at an International level.

Karting is recognised as the first step in the elite driver development pathway to international participation.

The development of the High Performance plan in partnership with CAMS will focus on developing talented drivers into elite athletes through a structured program benchmarked against world's best practice methods.

Critical to this process is defining a clear progression pathway for elite drivers in karting to progress through the sport and provide them with the necessary tools to exploit their natural talents.

Key elements in the program should include:

- Talent Identification
 - o Development of a selection criteria
 - o Appointment of Talent Scouts
- Athlete Profiling
 - o Physiological Testing
 - o Psychological Testing
 - o Psychometric Testing
 - o Medical Screening
- The separation of Junior and Elite Programs with a focus on categories which form part of the pathway
- Engagement of a suitably credentialed team to enhance performance at all levels
- A Mentor Program
- Utilisation of key international relationships
- Obtaining access to quality training venues





*KARTING AUSTRALIA'S
WHOLE OF SPORT REVIEW, AUGUST 2014*