
General Rule Clarification, Interpretation

No. GRC-16/01

2016 Australian Karting Manual

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Background

The 2016 Australian Karting Manual has been up on the KA web site for the past month. In that time several questions have arisen in relation to some of the new or pre-existing rules.

To assist our State Associations, Clubs and Competitors the following clarifications are provided:

Definitions

“State Regulations: A set of regulations in a format designated by KA, that are consistent with the National Competition Rules and the International Sporting Code and that are specific to Competition sanctioned by the State Association (State, Zonal and Club Competition.) All State Regulations must be promulgated by a State Association and approved by KA. Should there be a conflict between the Rules and the State Regulations, the Rules will prevail. In 2016, such approval from KA must be received prior to the first occasion on which they shall be applied. In subsequent years such approval from KA must be received prior to 1 December for implementation in the following year.”

All State Associations are permitted to develop a set of State specific Regulations to regulate specific elements of their local competitions (events that are conducted under a State issued Permit.

These must be approved by KA and must be consistent with the KA rule book and the International Sporting Code.

General Rules

Chapter 4 Rule 3 e)

“A State Track Inspector may not certify a Track operated by a Club of which the State Track Inspector is a member.”

The issue is self-assessment of a Race Track is not considered to be an independent assessment of the facility and all of its safety infrastructure. It becomes a potential insurance issue – hence the requirement for independent assessment. If a secondary Track inspector is not available in any particular State, KA will assist the State concerned so as to ensure that all Race Tracks are able to be certified (providing that they are considered to be safe and compliant in accordance with the designated safety standards.)

Competition Rules

Chapter 1 Rule 9 - Consolidation Of Classes

“a) The consolidation of Classes Rules have been developed so as to provide all Competitors at a Meeting with more time on Track. The Meeting Organisers and Stewards are very strongly encouraged to consolidate under-subscribed Classes/Divisions in accordance with the Rules so as to provide more quality time on Track for all Competitors.

b) (vi) Where Classes are consolidated at Club level Competition, a single weight Division may be applied through State Regulations.”

Increased emphasis has been placed on the Consolidation Of Classes Rules. It is in keeping with the philosophies of

- Trying to ensure that everyone who enters a race meeting is able to spend **more time on the Race Track and less time in the Paddock** (that is getting an extra on track session or two in the same amount of time that you are at the track) as a direct result of larger groups of karts competing at the same time; or
- Running race meetings where you are **at the track for a shorter period of time but where you get the same amount of on track time** that you have been used to.

Chapter 1 Rule 15 – Stopping On the Track

“c) Any Driver who is unable to restart their Kart and drive off within 15 seconds of an incident, without breaching any Rules, must as soon as it is safe to do so, exit their Kart and get themselves and their Kart to a safe position.”

It is completely unacceptable for drivers to remain in their Karts after they have stopped in an incident. If a driver cannot restart and drive off within 15 seconds of coming to a stop they MUST exit their kart and get themselves and their Kart to safety. Failure to do so will result in exclusion from that part of the event plus a \$100 fine. THIS IS A SAFETY ISSUE!

Chapter 1 Rule 19 – Qualifying

“d) Weaving in a safe manner to warm Tyres during the first lap of the qualifying session is permitted.”

It is now permitted to weave in a safe manner during the first lap of qualifying so as to warm up your Tyres. The operative provisions are that it is only to occur on the first lap of qualifying for the session and that it must be done in a safe manner. This means that Drivers must be in full control of their kart, must be aware of where the other drivers around them are situated and must not make contact with another kart.

Chapter 1 Rule 28 – Finishing

This is a much more detailed set of Rules than applied previously. They cover different situations including ending the race with the black and white chequered flag, and with the red flag.

Drivers and Officials should acquaint themselves with these rules.

Chapter 5

Rule 6 State Series, State Cup, Zonal Championship and Zonal Cup Meetings

“e) Eligible Classes

(i) All Classes and Divisions that must be permitted to Compete in a State Championship Meeting must be permitted to Compete in State Series, State Cup, Zonal Championship and Zonal Cup Meetings. (Note: Consolidation of Classes Rules apply.)”

Rule 7 Club Championship and Club Meetings

“d) Eligible Classes

(i) All Classes and Divisions that must be permitted to Compete in a State Championship Meeting must be permitted to Compete Club Championship and Club Meetings. (Note: Consolidation of Classes Rules apply.)”

The following Classes and Divisions MUST be allowed to compete in all Race Meetings where the permit for the event is issued by a State Association.

- Cadet 9
- Cadet 12
- KA4 – Junior Light
- TaG 125 – Light
- TaG 125 - Heavy
- KA3 – Junior
- KA3 – Senior Light
- KA3 - Senior Heavy

The Note in the rule is particularly important. It refers to the “Consolidation of Classes Rules” – see page 1 above.

This means that everyone who has a kart that complies with the Class Rules for these Classes MUST be allowed to race their kart at these levels of events – even if it means that they are consolidated with another Class or Classes in accordance with **Competition Rules - Chapter 1 Rule 9**.

While obviously it is desirable that these eight Classes would be run as stand-alone Classes, if the number entries for the Classes/Division at a Race Meeting does not warrant them running on their own, then they must either:

1. Be consolidated with another class and permitted to race. (This is already pre-empted in the Supplementary regulations forms that are to be used in 2016 with the following statement: “Note: Consolidation of Class Rules (Competition Rules - Chapter 1, Rule 9) may be applied.” Or, so as to catch all permitted engines:
2. Make provision for **Junior Performance and/or Open Performance** classes to be conducted at a Race Meeting in the Supplementary Regulations that your Club prepares for a Meeting. (Note that Cadet 9 and cadet 12 cannot be run in these Classes.)

There is still plenty of scope for Clubs to run any other Classes that they desire to run **e.g. Junior Performance, X30, TaG 125 Masters, Open Performance, TaG 125 Restricted etc.**

The purpose behind the rule is to ensure that the Classes that make up the majority of the State Championship Classes are promoted as the primary competition Classes.

Rule 7 Club Championship and Club Meetings

"1) Grid Procedure

(i) The gridding procedure will be in accordance with the Rules, State Regulations and the Supplementary Regulations for the Meeting.

(ii) When the number of Competitors entered in a Class (or Classes if Classes have been Consolidated in accordance with the Rules) is more than eight (8), unless otherwise specified in State Regulations, the gridding procedure will be based on the times achieved in qualifying with the fastest on grid one and so on."

Your State Regulations and Supplementary Regulations will stipulate how grids at Club Race Meetings can be set.

Note that reverse grid races with the driver recording the slowest time being placed on grid one and so on are not permitted.

Technical Rules

Chapter 1 Rule 1 a) (ii)

"Unless in these Rules and/or the Homologation / Technical Specifications documents it says that you can do something, then you cannot."

This means that unless the rules, and or the Homologation Papers and or the Technical Specifications related a chassis, an engine or any other component or item used in karting competition state that you are able to make a modification or an adjustment to it, then you are not permitted to make a modification. If you do so and if you are found to have done so it will be considered a breach of the rules. In essence, if the rules are silent, do not assume that you can make a change because you cannot.

With specific reference to our new engines: IAME KA100, Vortex Min Rok, Vortex DVS Senior and Vortex DVS Junior Engines

The intent of the classes that use these engines is to use the engine as it has been produced. The specifications are available to determine any modifications, not to allow blueprinting. No deviation from the "as produced" Australian engine is allowed. All components must remain OEM."

Some have felt that where minimum or maximum dimensions are given, that it is permissible to modify the component to meet the posted minimum dimension. To be clear, those tolerances are present to accommodate production variances -- not to allow additional machining by engine builders. Comparison to known unmodified components, as well as measurement, will be employed to determine conformity or whether or not any modification has been made.

If it is determined that any additional machining is present, the component will be deemed non-compliant.

Chapter 1 Rule 5

Ballast

"c) The minimum weight must be completed with one or several units of ballast provided

- (i) Each unit is a strong and unitary block*
- (ii) No single block must weigh more than 5kg*
- (iii) Is fixed by means of tools*
- (iv) Has the ability to affix scrutineering seals*
- (v) Must be attached only to the Frame or the Seat with minimum Class 8.8 bolts and lock nuts*
- (vi) These bolts must be minimum 8mm diameter*
- (vii) A Maximum of two (2) threads of the bolt may protrude past the lock nut once fixed*
- (viii) For single ballast blocks greater than 4kg two (2) fixing points are required"*

This means each single block of ballast must weigh no more than 5kg. e.g. If you bolt say 2, 3, 4 or 5 blocks of ballast together (up to a maximum of 5kg in weight, this is considered to be a single unitary block.

You can affix no more than 5kg of ballast at a single point on the kart.

Note if a single unitary block weighs in excess of 4kg two fixing points are required.

Chapter 1 Rule 7 f)

"Mirrors

(i) Any device, surface or item which is deemed for the purpose of providing rearward vision is not permitted."

This rule relates to the Australian Kart Formula. It relates solely to Karts.

Kart is a defined term in the Rules as follows: *“An automobile complying with the specific requirements of these Rules.”*

Rule 7 f) means that you are not permitted to attach a mirror to a Kart.

It does not relate to apparel or more particularly to Helmets (See Technical Rules Chapter 7, Rule 2).

The requirements for Helmets under our rules are quite explicit and they are contained in this Rule. Helmets must comply with at least one of the standards detailed in the rule.

For the avoidance of doubt the Reevu brand of helmet (which contains a small integrated rear vision device) complies with the requirements of Technical Rules Chapter 7, Rule 2 d) (i) – it complies with AS/NZS1698 and is accordingly permitted for use in KA competition. See the photo below:



Class Rules

“Chapter 20 – Vintage Karting

Rule 4 c)

c) The owner of a Vintage Kart must be a member of a Club or Vintage Club (“Vintage Kart Member”) before applying for registration of a Vintage Kart.”

This means that an owner of a Vintage Kart who wishes to register that Kart must be a member of a KA Affiliated Club. It may be a specific Vintage club or it may be any of the general karting Clubs affiliated with a State body that is affiliated with KA.

“Chapter 22 – Speedway Karting”

These Rules have been completely reviewed and reformatted by the Speedway stakeholders in preparation for the 2016 season.

Distribution To

Karting Australia Board
Executive Commission
State Secretaries
National Office

Kelvin O’Reilly

Chief Executive Officer