



Whole of Sport Review – Additional Clarifications and Approved Adjustments

Following the most recent meeting of the Executive Commission and the Karting Australia Board, the following additional clarifications and adjustments are advised in relation to the Whole of Sport Review as released on 15 August 2014.

The process of developing the Rules to govern the various changes outlined in the Whole Of Sport Review will now be commenced while those issues that we have identified as requiring further discussion with the Executive Commission and or with individual State Associations, will be carried out in parallel with the rule development process.

Page No. Subject/Issue

1. Licence Age Groups

57-59 **Discretionary progression from Cadet 9 to Cadet 12 and Cadet 12 to Junior Classes will be dealt with under the “Licence Review Exemptions Policy” process on a case by case basis as detailed on page 59 of the WOSR.**

Junior to senior progressions will be dealt with as follows:

Licence Age Groups Junior to Senior

There will be a 12 month transition period to the new Junior and Senior group limits as follows:

For 2015

Junior (12 – 16)

- 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 **16th** 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.
- D Grade Criteria to remain unchanged save that Drivers will not be required to start Races from the rear of the grid.

Senior

- Minimum Age (**Discretionary Entry**): 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 **17** years old.
- Limited to compete in Senior Classes - may not revert back to Junior Classes.

For 2016

Junior (12 – 15)

- 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.
- D Grade Criteria to remain unchanged save that Drivers will not have to start Races from the rear of the grid.

Senior

- Minimum Age (**Discretionary Entry**): 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.

For 2015

Birthday	6	7	8	9	10	11	12	13	14	15	16	17+
Cadet 9 6 Year old	Practice at Club Only											
Cadet 9												
Cadet 12 Discretionary Entry				Progression								
Mandatory Entry												
Junior Discretionary Entry							Progression					
Mandatory Entry												
Senior Discretionary Entry										Progression (2 year period)		
Mandatory Entry												

For 2016

Birthday	6	7	8	9	10	11	12	13	14	15	16+
Cadet 9 6 Year old	Practice at Club Only										
Cadet 9											
Cadet 12 Discretionary Entry				Progression							
Mandatory Entry											
Junior Discretionary Entry							Progression				
Mandatory Entry											
Senior Discretionary Entry										Progression	
Mandatory Entry											

2. **Minimum Licence Age – Cadet 9**
57, 77 Drivers will be eligible to obtain a **licence that will enable them only to practice at Club level between their 6th and 7th birthdays.** i.e. Six year old drivers will not be permitted to race. They will become eligible to commence racing from the date of their 7th birthday. This will satisfy insurance and any potential regulatory compliance conditions.

3. **Australian Kart Championship – Number Of Rounds and Classes**
32 The 2015 Australian Kart Championship will be conducted over **5 Rounds**. Not the six as initially indicated. It will commence in April.
28,29 **X30 will be included** as an additional competition Class in 2015. The designed weight for the Class will be advised at the time that the weights for all of the Classes eligible for competition are confirmed later in 2014. This will be after the homologation of the new engines has been completed.

4. **Engine Claiming Rule**
24 The engine claiming rules will apply only to **National Championship Competition (the Australian Kart Championship)** for the new KA Classes – KA12, KA Junior and KA1.

The WOSR originally stated that “KA will give full consideration to implementing a Claiming Rule (for the KA100 and Mini Rok engines) at National Championship and State Championship level.”
The new engines will be required to be used as homologated and in strict compliance with the homologation documents.



5. 950mm Chassis

Proposed mandatory 950mm Chassis for KA 12 Championship in the Australian Kart Championship from 2015 and in Cadet 9 and Cadet 12 at State Championships from 2016 and in Club Competition from 2018 (Cadet 9) and 2016 (Cadet 12)

33, 34, Following further submissions and review it has been decided **not to adjust the Minimum Wheelbase of 880mm for Cadet 9 and Cadet 12 karts as designated in the "Australian Kart Formula"**. That means that competitors will be able to continue to use 880mm and 900mm karts into the future.

6. Competition structure and point score at Club Events

44 When we develop the actual Rules for Club competition we will seek input on the development of a number of options or variables for Club events and point scoring systems for these events that can be adopted generally or for specific Race Meetings through Supplementary Regulations.

The objective being to create events that:

- Are not all the same across the duration of the year.
- Encourage people to participate throughout the year (for Club Champion honors where they apply.)
- Meet the objective of being safe, well run and fun competition for the maximum number of participants.
- Incorporate appropriate "Sportsman Classes" to accommodate competitors who may not have sufficient fellow competitors within their Club with the same "pure" Class of kart that would otherwise not be able to race anyone at a meeting.
- Will require qualifying sessions to be conducted in at least some of the events conducted throughout the year.

7. Timed qualifying at Club events. 110% qualifying rule for Cadet 9 at Club events.

44 The 110% of qualifying rule is a safety provision. It is particularly a safety matter for very inexperienced drivers and where the grids are at or approaching capacity and where there are relatively inexperienced drivers participating.

When we develop the actual rule, further consideration will be given to whether the actual percentage number applied should be increased due to short lap times applying on many circuits.

Stewards/Clerk of the Course will be provided with discretion as to when to apply the rule (as exists in many motorsport categories now.)

Where timed qualifying is used in Club competition P Plate drivers should be permitted to start in their qualified position unless they opt to start at the rear of the grid.

8. Requirement to carry 2 cameras in National Championship and Series events, State Championship and Series events Cup and Trophy events.

86 Competitors in **National Championship and National Series events (only)** will be required to carry a **single working digital video camera** on their karts during all on track sessions at these events.

When we develop the rules, a designated mounting point will be determined and consideration will be given as to how a non-working unit will be treated by the officials to ensure a fair and just implementation.

The requirement to carry digital video cameras **will not apply** to State Championship and Series Events nor will it apply to National Cup and Trophy or State Cup events.

9. Introduction of Mini Max and Micro Max at club level in 2016 may be too much too soon. What classes will they run in at Club level?

43 The integration of Mini Max and Micro Max engines at Club level events will be deferred past the previously proposed 2016 implementation date.

10. State Championship Events

34 - 40 State Championship events will, unless otherwise approved by Karting Australia (on a case by case basis) as **originally stated in the WOSR (Pages 34 - 40)** be conducted over multiple rounds in a championship format.



We intend to engage in further discussions with the Executive Commission collectively and with each State separately to understand the unique circumstances that prevail in each State that may warrant further considerations from Karting Australia with regards to the structure of their State Championships.

- State Associations that have good reasons for wanting to follow a Championship structure other than a multi-round Championship structure as detailed in the WOSR, or the indicative State Championship dates detailed in the draft 2015 national Events Calendar, are invited to submit a written proposal to Karting Australia detailing:
 - their proposed structure for their State Championships
 - outlining the reasons and benefits of the proposal; and
 - the unique circumstance that warrant considerationso that it can be fully considered.

11. Permitting of State Series Events is to be left as a State Association responsibility?

Page 25 State Series events (Priority 6 events as shown on page 25 of the report) will require **the Supplementary Regulations to be approved by and the permit to be issued by the State Association** (not Karting Australia as previously advised in the WOSR).
The State Association will set the quantum of the permit fee will and retain the permit fee for these events as previously advised.

12. No Friday practice for Under 15 year old drivers

5, 32, 37, State laws require that children under 15 (some states stipulate a higher age) attend school.
46 Karting Australia believes that it is a responsible position to take to ensure that our child and youth age competitors comply as best as is possible with the legal requirements of each State with regards to education.

13. Can super heavy class be re-instated in competition?

As was previously advised in the follow up Q & A Part 3 - Competition Question 9, Super Heavy Classes will remain eligible for competition in both State and Club levels.

Where any Class is low on numbers it will be desirable for the low number class to be combined with another weight division (where it does not exceed the track density) so as to ensure that the most efficient use of race meeting time is achieved for all competitors.

14. Will drivers be permitted to run in more than one Class in the Australian Kart Championship?

Yes.

15. Tyres

The new tyres required for the National Kart Championship classes will be evaluated in the near future and a decision will be made on those tyres following testing and discussions with the tyre suppliers.

It is the intention to work with our current tyre suppliers to align all tyre supply contract expiry dates so that all categories can be tendered at the same time. This will take effect in early 2016.