

Karting Australia Rule Updates #2 – 7 August 2020

The Board Of AKA

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COMMUNICATION WITH KA NATIONAL OFFICE

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General Rules Chapter 7 Rule 2 Officials and their Duties

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2 General Duties of Officials

- b) They shall be termed Officials and must be a Minimum 16 years of age (unless they are Junior Officials in which case the minimum age requirements and permitted responsibilities will be determined in accordance with the KA Junior Officials Policy.) All Officials, except for Stewards may have assistants to whom any of their duties may be delegated.
- c) All persons seeking to become or to retain their Officials' Accreditation and Licence and that are required by State Legislation to obtain a Working With Children approval must apply for and obtain such approval prior to being issued with a Karting Australia Officials' Licence.
- d) An Official must satisfactorily complete all courses in Karting Australia Officials Academy in the officiating discipline/s for which they are accredited or seeking accreditation (including refresher courses) as may be required by KA Policy "P25 Officials Licence Accreditation, Upgrade and Retention Policy".
- e) Each SKA shall be responsible to conduct Officials accreditation course's in accordance with the KA curriculum for **Stewards (Event Control), Race Management Officials (Event Command) Clerk of the Course/Race Director and Technical Officials (Scrutineers)** ~~Steward's and Scrutineers~~ at least once a year.
- f) An Official must satisfactorily complete an Officials Accreditation course biennially, either electronically or in person, to retain their Official's Accreditation.
- g) An Official residing close to State borders may attend an accreditation course in either state.
- h) Each SKA must appoint a State Officials Coordinator who (from the commencement of 2021) will be a Grade 2 Official or better. A State Officials Coordinator must be able to officiate as a Clerk of the Course and/or Steward at a Meeting in their own State.

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.
- i) The Meeting Organisers and Stewards are very strongly encouraged to consolidate undersubscribed Classes/Divisions in accordance with the Rules so as to provide more quality Time on Track for all Competitors.
 - ii) For the sake of clarity, following the Start of a Race in which two (2) or more Classes/Divisions are consolidated, a Driver is permitted to race all Drivers on the Track, which for the avoidance of doubt, means that they may overtake each other in accordance with the Rules.
- b) For Meetings other than the National Championship the following Classes may be consolidated subject to the Track density indicated in these Rules:
- i) Senior Classes/Divisions may be consolidated.
 - ii) Junior Classes/Divisions may be consolidated.
 - iii) Cadet 9, Cadet 12 and 4SS Cadet Classes may be consolidated.
 - iv) When two (2) or more Classes/Divisions are consolidated, the theoretically slower Class/Division will be arranged on the grid at the rear of the theoretically faster Class/Division in accordance with the following examples:
 - a. Cadet 9 and 4SS Cadet Competitors will be arranged on the grid at the rear of the Cadet 12 Competitors
 - b. MicroMax Competitors will be arranged on the grid at the rear of the MiniMax Competitors
 - c. KA4 Junior Competitors will be arranged on the grid at the rear of the KA3 Junior Competitors
 - d. 4SS Junior Competitors will be arranged on the grid at the rear of the KA3 and KA4 Competitors
 - e. TaG Restricted Competitors will be arranged on the grid at the rear of the TaG 125 Competitors
 - f. 4SS Clubmaxx Competitors will be arranged on the grid at the rear of the Supermaxx Competitorsand so on.
- Note: "theoretically slower" and/or "theoretically faster" means that a kart in a Class or Division in a Race that has two or more Classes or Divisions consolidated in it, is the kart that is expected to be either slower or faster than another Class/Division in the Race based on engine capacity/horsepower or power to weight ratio of the karts in the Race.
- v) When two (2) or more Classes/Divisions are consolidated, the race results and points allocation will be based on each individual Class/Division.

- b) Delivery of the Notice to Appeal to the Stewards or the Disciplinary Tribunal or the Investigatory

Tribunal will only have the effect of suspending the operation of the following types of Penalties:

- (i) a reprimand,
- (ii) a fine,
- (iii) a deduction of series' points,
- (iv) a Suspension or a ~~Disqualification~~ **Exclusion**;

until such Penalty/ies are either:

- (i) confirmed or rejected by the Appeal Tribunal; or
- (ii) the appellant defaults in prosecuting the Appeal.

Competition Rules Chapter 4 Rule 2 b)

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2 Application for a Drivers Licence

- a) New licences or the renewal of an existing licence can be processed by either:
 - (i) going to www.karting.net.au, clicking on the “Apply for Drivers Licence” link then following the prompts; or
 - (ii) contacting the Secretary or Licensing Officer of the SKA with which your Club is affiliated.
- b) Any person applying for a Drivers Licence (both new or renewal) must be a member of a Club which is affiliated through a SKA with KA and must remain a financial member of a Club during the term of the licence. **The provisions of this Rule 2(b) shall not apply to the holder of a Drivers Licence who was a member of the Geelong Club as at 30 June 2020 and that as a result of the expulsion of Geelong Kart Club Inc. as a member of Karting Victoria on that date, became disaffiliated from KA. Those Drivers Licence holders are exempted from being required to be a member of an affiliated Club until such time as their License, as recorded on CMS at 30 June 2020, expires and becomes due for renewal.**

COMPETITION RULES CHAPTER 4 RULE 14

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14 “P” Plate Use

- a) When **either an 8-Day, E Grade or D Grade** licence is first issued **to a Driver**, the Driver must display a “P” plate in a location adjacent to their competition number at all times whilst they are on a Track.

COMPETITION RULES CHAPTER 20 Cadet 9 Licence Criteria

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COMPETITION RULES CHAPTER 21 Cadet 12 Licence Criteria

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COMPETITION RULES CHAPTER 22 Junior Licence Criteria

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COMPETITION RULES CHAPTER 23 Senior Licence Criteria

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Licence Grade	8-Day	E	D	C	B
Other Conditions	<ul style="list-style-type: none"> • Must Display “P Plate on Kart at all times*" 				

* Ref. Competition Rules Chapter 4 Rule 14 a)

2 National Championship

- a) The Australian Kart Championship is a National Championship.
- b) Unless otherwise approved by KA the National Championship will be conducted in accordance with these Rules and the Championship Sporting Regulations as approved by KA.
 - (i) Should there be a conflict between the Rules and the Championship Sporting Regulations, the Rules will prevail.
- c) The National Championship will be conducted over a maximum of 5 rounds in a minimum of **three (3)*** ~~four (4)~~ States or Territories.

*** As a result of 2020, COVID-19 Restrictions.**

3 National Series

- a) The Rotax Pro Tour is a National Series.
- b) Unless otherwise approved by KA the National Series will be conducted in accordance with these Rules and the Series Sporting Regulations as approved by KA.
 - (i) Should there be a conflict between the Rules and the Series Sporting Regulations, the Rules will prevail.
- b) The National Series will be conducted over a maximum of seven (7) rounds in a minimum of **TWO (2)*** ~~four (4)~~ States or Territories.

*** As a result of 2020, COVID-19 Restrictions.**

Technical Rules Chapter 4 Rule 4**4 Replacement Tyres**

- a) Any replacement Tyre, required for any reason other than a manufacturing defect, will be at the Drivers cost.
- b) Any replacement Tyre must be at the approval of the Chief Scrutineer.
- c) Any Tyres damaged or worn out by way of "Force Majeure" or deemed by the Chief Scrutineer and/or Tyre representative to have a manufacturing defect, may be replaced.
 - (i) Replacements cannot be reversed.
 - (ii) Driver's receiving a new replacement Tyre must start at the rear of the grid in their next Competition in the Class.
 - (iii) Drivers are only permitted to retain their allocated starting position in the next session when:
 - 1. At a Meeting where Tyre Pooling is not used, their replacement Tyre is a used Tyre as approved by the Chief Scrutineer.
 - ~~2. When Tyre Pooling is in force, and they receive a new Tyre, replacing a Tyre which has a manufacturing defect.~~

5 Chassis

- a) Must use a DD2 specific chassis with front brakes ~~and rear tyre protection system~~
- b) Chassis must be fitted with either:
 - a. A rear tyre protection system in accordance with the Homologation; or
 - b. Rear Impact Protection

APPENDIX 1 KART FUN SESSIONS (SOCIAL KARTING)**Organising Permit & Fees**

- The Organising Permit will be issued by the SKA to the Organiser.
- The Organising Permit will be valid until 31 December of the Year in which it was issued.
- It is recommended that no permit fee is charged by an SKA
- There is no TDF Levy payable
- The fee for each Driver to participate will be determined by the Organising Club Minimum

Officials

- The Minimum number and duties of essential Officials for each activity are as follows:
 - o Grid Marshal /Race Track control (Accredited/Licensed Official ~~Grade 3~~)
 - o Administration (Canteen) for sign-on and session fee payment
 - o Accredited First Aid person (Which can be either of the people listed above)