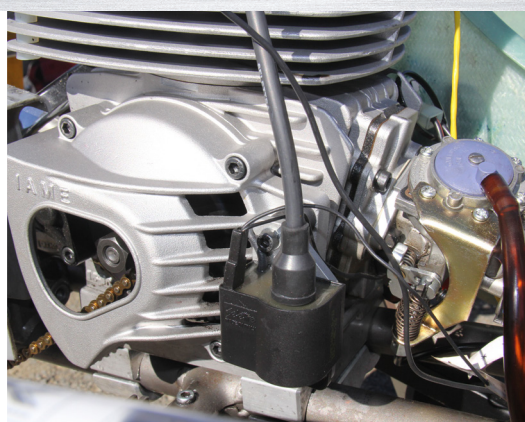




## ***EXECUTIVE SUMMARY***



***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 unsportsman 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.





# EXECUTIVE SUMMARY

## 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 (CIKFIA 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.



# EXECUTIVE SUMMARY

## 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.
  - o 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:
  - o Improve the club membership experience.
  - o Improve safety.
  - o Encouraging regular and increased participation.
  - o Increase new membership and membership retention.
  - o Attract more volunteers to the sport.
  - o 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.
  - o **A Grade** – National, State, Club Events
  - o **B Grade** – State, Club Events
  - o **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:
  - o Australian statutory requirements;
  - o Appropriate CIKFI Circuit Safety Regulations;
  - o Local needs and requirements;
  - o 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.



# EXECUTIVE SUMMARY

## 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.





# EXECUTIVE SUMMARY

## 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



# EXECUTIVE SUMMARY

## 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.

