

## APPENDIX 1 – KARTING ACTIVITY (Organised Social Karting Sessions)

Adherence to these Regulations **is a mandatory requirement and** means that amongst other things, Drivers and people participating in this Karting Activity receive the benefit of KA's insurance cover while participating as it is an Organised, Permitted and controlled activity.

### **Preamble**

Organised Karting Activity Sessions have been developed to allow karters of all ages to participate in a Karting Activity in a fun environment that is safe, organised, appropriately controlled, and insured. From a group of mates wanting to do laps through to a family wanting to share a few hours together... the Drivers choose how long they want to run on any given day without the added time pressure of committing to an entire Meeting.

These regulations have been developed to provide simple but effective management of the Karting Activity by the Organising Club while ensuring that appropriate safety measures are enforced by qualified and licenced KA a KAC or Race Official, thereby meeting the core KA value of Safety being paramount in all Karting activities.

### **1 Definitions**

**Activating** means the process undertaken by a Karting Activity Controller (KAC) to make a Provisional Organising Permit and/or Provisional Supplementary Regulations operative to Active or Activated status prior to the commencement of an Organised Social Karting Session.

**Active or Activated** means that a Provisional Organising Permit and/or Provisional Supplementary Regulations have been made operative for a specific date and time frame.

**Active Organising Permit** means a Provisional Organising Permit for an Organised Social Karting Session that has been Activated for a specific date and time period in accordance with the Regulations. Activated Organising Permit has the same meaning.

**Active Supplementary Regulations** means Provisional Supplementary Regulations for an Organised Social Karting Session that have been Activated for a specific date and time period in accordance with the Regulations. Activated Supplementary Regulations has the same meaning.

**Provisional Organising Permit** means an enduring Social Karting Organising Permit issued by an SKA that may be issued at any time from and including 1 January in any year and that will expire no later than 31 December in that year and that must be Activated to become operative.

**Provisional Supplementary Regulations** means an enduring set of Social Karting Supplementary Regulations approved by an SKA that may be approved at any time from and including 1 January in any year and that expire no later than 31 December in that year and that must be Activated to become operative.

### **2 Mandatory Requirements**

- a) Supplementary Regulations
  - (i) Supplementary Regulations must be prepared by an Organiser and submitted to the SKA in accordance with General Rules, Chapter 1 Rule 9 for consideration and approval as Provisional Supplementary Regulations.
  - (ii) Only after the Supplementary Regulations have been approved by the relevant SKA as Provisional Supplementary Regulations can that SKA issue a Provisional Organising Permit for the Karting Activity.
  - (iii) The Provisional Supplementary Regulations will be valid from the day they are approved by

the relevant SKA until the 31 December of the Year in which they were issued **unless they are revoked by the SKA or KA.**

- (iv) The **Provisional** Supplementary Regulations must be made available online prior to the Karting Activity and displayed on the event noticeboard
- (v) The **Provisional** Supplementary Regulations must include the following information:
  - a. The name of the Organising Club including contact details
  - b. Circuit Name and Location
  - c. The Circuit Length and Direction of Travel – If multiple variations are able to be used please list each length. Any change in circuit used or direction must be notified.
  - d. Period of Validity
  - e. Emergency Details
- b) Organising Permit & Fees
  - (i) **An application for an Organising Permit must be made in accordance with General Rules, Chapter 1, Rule 9.**
  - (ii) **If approved by the SKA, a Provisional** Organising Permit will be issued by the SKA to the Organising Club.
  - (iii) The **Provisional** Organising Permit may be valid until 31 December of the Year in which it was issued.
  - (iv) It is recommended that no permit fee is charged by an SKA
  - (v) There is no ~~TDF~~ **NIDF** Levy payable
  - (vi) The fee for each Driver to participate will be determined by the Organising Club
- c) Required Officials
  - (i) The Organiser must advise the SKA of any adjustment to the Officials for a Social Karting Activity by completing and submitting the on-line Social Karting Activity Officials Update Form prior to the start of the Karting Activity.
  - (ii) A minimum of one (1) KA Licenced Official must be in attendance at the Circuit to control of the Karting Activity at all times (the "Karting Activity Controller **or** "KAC").
  - (iii) It is recommended that a person whose role it is to handle Administrative Checking is in attendance during a Karting Activity when there are more than 10 Drivers who are intending to use the Track in attendance at the Circuit.
- d) **Activating the Provisional Organising Permit and Provisional Supplementary Regulations**
  - (i) **The 'Provisional Organising Permit and Provisional Supplementary Regulations' must be Activated before the Karting Activity Commences on any day.**
  - (ii) **The 'Provisional Organising Permit and Provisional Supplementary Regulations' will become 'Active' only after:**
    - a. **A minimum of one (1) senior Licenced Official of any Level, is present at the Circuit and in control of the Activity (the "Karting Activity Controller" **or** "KAC"), and**
    - b. **On each day that a Karting Activity takes place, and prior to its commencement, the KAC must notify the SKA through KOMP, of**
      - 1. **their full name as the person who will act as the KAC, and**
      - 2. **the start time and end time of the Activity that they will be acting as the KAC.**
  - (iii) **The Karting Activity will be considered to be at an end at the earlier of:**
    - 1. **The end time notified by the KAC in accordance with Rule 2 d) (ii) b. 2. above; or**
    - 2. **The time that the KAC leaves the Circuit,****unless another senior Licenced Official notifies the SKA through KOMP of their name and the time that they have taken over as the KAC from the Official who initially Activated the Organising Permit and the Supplementary Regulations.**

- e) First Aid
  - (i) When there are more than 10 Driver's in attendance at the Circuit who are intending to use the Track, it is recommended that an accredited First Aid person is in attendance at the Circuit.
  - (ii) In all circumstances, the Club first aid kit must be properly stocked, easily accessible and readily available ~~should it be~~ if it is required during a Karting Activity.
  - (iii) There must be at least one (1) working mobile phone available at the Circuit for the use of Karting Activity Controller at all times that Drivers are on the Track.
- f) Identification and Location of Officials
  - (i) The KAC must be easily identified as such while they are on duty and performing the requirements of the role.
  - (ii) It is recommended that the KAC wear a "Karting Activity Controller Vest" and be positioned in a location (preferably at either the out grid or race control) where they ~~have ready access to:~~ can control the Karting Activity as required.  
Note: Karting Activity Controller Vests are available from the KA Merchandise Shop <https://kartingaustralia.bigcartel.com/category/karting-australia-officials-apparel>
  - (iii) It is permitted for the KAC responsibilities to be shared between one or more Licenced KAC's and/or Licenced Race Officials during a Karting Activity provided that at all times that a kart is being driven on the Track, there is a KAC on duty and performing the requirements of the role.
- g) Licence Requirements
  - (i) A Driver must hold a current KA Licence valid for the Class of Kart they intend to drive this can be an 8 Day licence.
  - (ii) The Driver must have their KA licence with them, and it must be available for inspection by the KAC when required.
- h) Safety Apparel and PPE
  - (i) The requirements of Technical Rules Chapter 7 Apparel must be fully complied with at all times.
- i) Administrative Checking & Scrutineering
  - (i) A Kart must comply with the relevant Class Rules
  - (ii) The Driver or their guardian must complete and submit a Social Recreational Karting Activity Form (the "SKA Form") prior to the Driver entering the Track for the first time at a Karting Activity Session wherein they must:
    - a. Certify that the kart has been checked for safety compliance and that it is safe for use.
    - b. Confirm their acceptance of the "Exclusion of Liability, Indemnity, Release and Voluntary Assumption of Risk by entering the Circuit" and participating in the recreational activities conducted at the venue.
    - c. Certify that they have a current KA Licence relevant for the class of Kart that intend to drive.
    - d. Production of the confirmation of submission email that the Driver or their guardian will receive following successful submission of the SKA Form will serve to satisfy the requirements if this regulation.
  - (iii) Pay the fee that may be required by the Organising Club
  - (iv) After all of the above requirements are met to the satisfaction of the Officials KAC, the Driver will be allowed to participate in the Karting Activity.

- h) On-track Sessions
  - (i) The KAC must at all times while a Kart is on Track, have ready access to:
    - a. Green flag or green light to start a session; and
    - b. Red flag or red light to stop a session; and
    - c. Chequered flag to signal the end of a session; or
    - d. The Track safety light system
  - (ii) It is forbidden to cross the Track or sit on tyre walls while ever there are karts driving on the Track.
  - (iii) Any person who is permitted inside the Track must wear a high visibility vest in accordance with General Rules, Chapter 4, Rule 12 f) and must remain behind protective barriers at all times while any Kart is on Track.
  - (iv) Sessions should be limited to 10 minute for each group (i.e. Cadets or Junior or Senior).
  - (v) It is forbidden for a Driver to deliberately stop their kart on the Track for any reason. For the sake of clarity, this includes but is not limited to for the purpose of making mechanical adjustments, taking tyre pressures, refuelling and for giving or receiving instruction to or by the Driver.
  - (vi) The mechanical breakdown area may be used during this each session.
- i) Use of the Track
  - (i) Each Club must designate a permanent track direction in which a Karting Activity will take place at all times (other than the day prior to an event that is going to use an alternate track configuration or direction.)
  - (ii) A Karting Activity will always take place on the full Track as delineated by tyre barrier and cone placement.
    - a. No short cuts or cut throughs are to be used.
  - (iii) The direction of travel on the Track must be clearly shown at the Out Grid by a sign (minimum dimensions 800mm x 600mm.) Any alternate access roads must be blocked with cones, tyres buffers or such similar devices.
  - (iv) Only the following age divisions are permitted to be on the Track at the same time:
    - a. Cadet 9, Cadet 12 and 4SS Cadet Drivers are permitted on a Track at the same time
    - b. Junior Drivers are not permitted on the track with any other age division
    - c. Senior Drivers are not permitted on the Track with any other age division
  - (ii) All Drivers must at all times observe the safety instructions of the Karting Activity Officials, the Code of Driving Conduct and behave in a sensible and respectable manner
  - (iii) Careless or overly aggressive driving or Misconduct will not be tolerated.
    - a. First Offence - Warning
    - b. Second Offence - Disqualification from the remainder of the Karting Activity

### **3 Karting Activity As An Organised Recreational Activity**

- a) General
  - (i) The intention of the Karting Activity is: safe, organised, non-competitive fun for all involved.
  - (ii) Session Duration
    - a. The recommended maximum duration for a Karting Activity should last 3-4 hours from start to finish
- b) Example Timetable
  - (i) The timetable would rotate between Cadet, Junior, Senior, Cadet, Junior etc

- (ii) This will depend upon the number of Drivers licence holders who are participating. Age Groups may be required to be split further e.g: Cadet 9 and Cadet 12 or Senior Lower Performance and Senior Higher Performance
- c) Event Format
  - (i) Qualifying is not permitted
  - (ii) Races are not permitted.
  - (iii) Results are not required.
  - (iv) There is no formal gridding procedure.
  - (v) When the out grid opens, the session will commence for a period of time determined by the Organiser. This will be generally 10 minutes for each group on a rotation basis.
- d) Timing
  - (i) Timing Transponders are permitted to be fitted to a Kart but are not mandatory.
  - (ii) The organising Club is encouraged to ensure that the MYLAPS timing system is operating for the duration of the activity. The MYLAPS timing system should be set so that it does not require a Timekeeper and runs from the start to end of the activity.
  - (iii) If Clubs have internet connectivity available, Drivers are able to 'self-publish' their times on Speedhive
  - (iv) Clubs can also display the times on a screen in a prominent location e.g: Canteen, Out Grid