



2025 Club Handbook and Getting Started Guide

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WELCOME

Welcome

On behalf of the Ballarat Kart Club, I wish you a very warm welcome. We are really looking forward to your involvement in our club.

We always aim to be helpful and approachable in assisting you in your karting journey, whether you are just starting out or looking to take your karting further. We pride ourselves on being a club for all types of karting enthusiasts, from beginners through to competition drivers, and everything in between.

As a member of Ballarat Kart Club, we encourage you to follow your own journey within the sport, through our many different pathways, including participating, officiating, and volunteering.

Throughout the karting calendar the club hosts monthly Club Days, an annual Victorian Country Series round, a State Trophy event, several Come n Try days, and many self-hosted Social Karting sessions.

The Ballarat Kart Club handbook is designed to provide you with a brief overview of the club and general information to assist with your membership. It does not replace or override any Rules and Regulations that form part of your karting participation.

Our sport is governed by specific Rules and Regulations to ensure the safety of our participants, so we have designed this handbook to be an easy “go-to-guide” in order to make the most of your transition to karting and our Club a lot simpler. We want to grow opportunities for people to participate in the Club, on and off the track.

Without the assistance of our members and community our Club would not exist, so if you are able to assist in any manner, please let one of our committee members know.

Justin Malcolm

President

BEING PART OF THE CLUB

WHAT DO WE MEAN BY “CLUB”?

Ballarat Kart Club is a "*volunteer-run sports club*".

This means the running of events, maintenance of the venue, and all other behind the scenes admin is sustained by the unpaid efforts of individuals who dedicate their time and skills for the common good.

It is the combined labours of love, pride in the venue, and the common interest in karting that makes us a “club”.

The club is extremely proud to have achieved a massive track upgrade in 2023/2024 with over 2000 volunteer hours, and many in-kind donations of materials and services.

We do not think there are many other clubs around that could have pulled that off, and it’s all thanks to our active club members.

Ballarat Kart club encourages all members to become more involved with the club and assist with running meetings and maintaining the ground during working bees.

It is the responsibility of all members to ensure the club continues to maintain and improve.

WHAT IS NOT MEANT BY “CLUB”?

Ballarat Kart Club is NOT a “*fee for service*” where members use the track, then go home with no further obligation like a hire kart venue.

From the smallest job of picking up litter, lending a hand during track setup, or volunteering to be an official, every member is expected to contribute to the club.

Members must also be responsible for themselves and others when using the track; if something doesn’t look right, speak up and/or take action.

Mission and Vision

In 2020 the committee worked with the membership to formulate a 2021-2025 Strategic Plan.

The club is very proud to reflect on that plan today and see how many large and small objectives have been achieved in the space of five years.

But there is always room to improve, and this is where you may find a project that is in your wheelhouse.

The full strategic plan is included as an appendix.

Mission Ballarat Kart Club provide facilities and deliver activities and events for the benefit of our members and the wider karting community.	Vision Ballarat Kart Club is a destination of choice within regional Victorian karting.
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Values	
Accountability The committee is answerable to our members. Our members are expected to demonstrate their commitment to the club.	Competition & Teamwork An environment which caters for healthy and respectful rivalries on the track and a strong sense of comradery off the track.
Participation A range of activities and events which meet the needs of all participants, on and off the track.	Community A genuine country club which offers a welcoming, inclusive, family friendly environment for our members and visitors.
Enjoyment A karting experience which includes a mix of adrenaline, challenges and healthy competition that leads to personal achievement.	

CLUB MEDIA

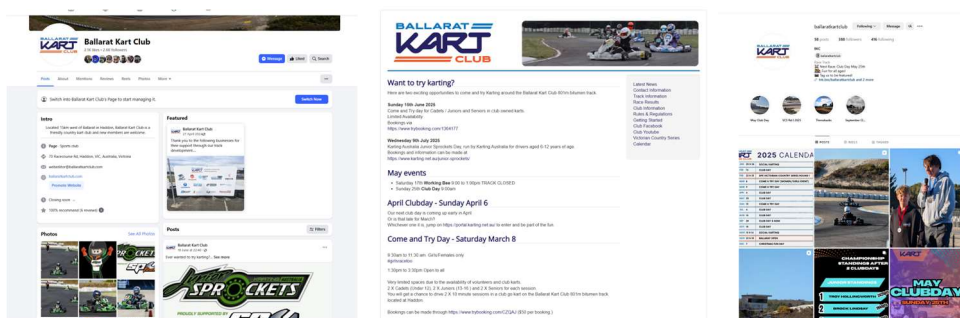
The club Facebook page is the most active source of club news.

The website is not updated as frequently but does contain important event and contact info.

There is also a Ballarat Kart Club Facebook chat group that members can opt into.

Members will occasionally be sent out email updates for club events/news.

- www.ballaratkartclub.com
- facebook.com/ballaratkartclub
- www.instagram.com/ballaratkartclub
- www.youtube.com/@ballaratkartclub1018
- Email updates



CLUB CONTACTS

The club gets many, many, questions from new and existing members via a variety of methods. including SMS, Facebook message, Email and Phone.

For the best result, the following methods are recommended:

- New kart and new member enquiries
 - Phone new member liaison.
- License queries/Admin/KAC sessions
 - Email secretary@ballaratkartclub.com
- Race entries (ie: Changes to entries or cancellation)
 - Email entries@ballaratkartclub.com
- Girls Race Too Ambassador
 - Email girlsracetoo@ballaratkartclub.com

Current phone numbers for key personnel are listed at the link below:

<https://www.ballaratkartclub.com/index.php/contact-information>

Please consider that all our volunteers have day jobs, and we cannot respond to requests 24/7.

CLUB HISTORY

Ballarat Kart Club is over 65 years old, and one of a handful of clubs in Victoria still in its original location over all that time.

In 1959 the first kart meeting was held in the Ballarat area on a gravel track at Scotchman's Lead. Back then the race was mainly contested by homemade karts powered by Villiers 7F and Pope lawn mower engines. Later race meetings were then held on a football oval at Mt Clear before the present Haddon Circuit was established in 1961.

The original gravel circuit was around 2/3 of a mile in length. After many years and changes, today the Haddon circuit is bitumen and 801 metres in length, with the majority of the track 8 metres wide.

The video below visualises all the major changes since 1961.

<https://www.facebook.com/ballaratkartclub/videos/2134945366854757>



CLUB MERCHANDISE

The club has a great range of t-shirts, caps and hoodies available through the canteen. You can look cool and raise money for the club at the same time.



CLUB HOURS AND NEIGHBOURHOOD

The club has neighbours in close proximity, which is unusual for a kart club, so there are limits on kart operating hours and days.

- The track is open from 9:00am to 6:00pm; ie *All engines off by 6:00pm*
- The track is closed to kart engines on TUESDAYS.
This day is commonly used by schools for Human Powered Vehicle practice.
- Please always RESPECT the neighbourhood;
ie: Don't hoon down Racecourse Rd leaving the track and don't leave litter to blow around.

CLUB BEHAVIOUR

Ballarat Kart Club prides itself on being a friendly country club, where competitors help each other without closed doors between rivals.

We particularly make an effort to make new members welcome, and assist them when they are new to karting.

The club subscribes to the Karting Australia Karting Integrity framework.

Any anti-social or abusive behaviour can and should be reported to club officials, or the Member Protection Information Officer.

Karting Australia Integrity Framework

<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P1-KA-INTEGRITY-FRAMEWORK-1.pdf>

Karting Australia Anti-Discrimination Harassment and Bullying Policy

<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P9-Anti-Discrimination-Harassment-and-Bullying.pdf>

Karting Australia Code of Conduct

<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P6-Code-Of-Conduct-Updated-7-September-2023-Clean-1.pdf>

Karting Australia Social Media Policy

<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P10-SOCIAL-MEDIA-AND-ACCEPTABLE-USE-OF-SOCIAL-MEDIA-1.pdf>

CLUB HOUSEKEEPING

SECURITY CAMERAS

Ballarat Kart Club has security cameras operating around the facility 24/7.
This is for security, as well as monitoring any non-compliance or bad behaviour.

BABY CHANGE FACILITIES

Baby change facilities are located within the First Aid room near the out grid.
This room can be opened with your member key for access during social practice weekends and during non-karting events.

NO DUMPING OF TYRES OR FUEL

You must take your used tyres away with you, they cannot be disposed of on club ground or the club skip bin.

SMOKING AND VAPING

The club requests that smokers smoke outside the front gates, and nowhere near canteen or spectating areas.
It is common for the majority of competitors at an event to be juniors; for which the Victorian Government requires smoking completely outside the premises.
There is no approved smoking area on within the premises either.

Karting Australia Smoking and Vaping Rule

Smoking, (including the use of E-cigarettes), and Vaping is not permitted in the paddock, unless in an area approved by the Organiser and then, only in accordance with applicable laws.

<https://www.karting.net.au/administration/rules>

Victorian Under Age Sporting Events Law

Smoking and the use of e-cigarettes (vaping) is banned within 10 metres of any outdoor sports venue during an under-age sporting event.

<https://www.health.vic.gov.au/tobacco-reform/under-age-sporting-events-smoke-free-and-vape-free>

VENUE HIRE

Via arrangement with the committee, the venue can be made available to other groups (eg Retro Karts, School bikes, Human Powered Vehicles, etc) via a hire agreement providing the necessary insurances are approved with our governing body.
Please note that Ballarat Kart Club has a blanket no motorbikes policy, so the venue cannot be hired by motards or monkey bikes.

AT THE TRACK

FIRST TIME AT THE TRACK

We recommend touching base with the new member liaison or members you may already know first. Often the track will be unattended with the gates locked when you get there. Sometimes there will be people practicing, and the gate will be open.

GATE ACCESS

A member key/swipe card* is required to

- Open the track gate
- Open the toilets
- Close the track gate

The main gate at the west end of the track will be used most of the time to enter the facility. Please ensure the toilets and main gate are locked at the end of the day when you leave.

* JUNE 2025 NOTE: *Gate keys are currently out of stock for new members*

PARKING

- During practice days you are welcome to park with your car still connected to the trailer.
- During a race meeting it is advised to disconnect your trailer and remove the car from the pit area.
- Do not park your car or trailer in front of the ambulance gate, in/out grid gates, sheds and building. The infield pit area around the out grid can be used but please be mindful of space.
- Do not park in the red areas, keep these free for ambulance and moving karts



USING THE TRACK

Before you can use the track, there are four primary requirements:

- A current Karting Australia License
- A current Ballarat Kart Club membership*
- A Karting Activity Controller (KAC) MUST be in attendance.
- A Karting Australia homologated chassis and engine is required. **

* Visiting members from other Karting Australia clubs are usually welcome to use the track with prior arrangement.

** Ballarat's circuit license DOES NOT permit Open Performance or KZ2 karts.

Older model karts (eg Homologated in the 2000s) are permitted, as long they have current spec safety updates like rear crash bars.

Refer to Appendix B: If you don't see your kart listed in that section, it is highly unlikely to be permitted on track.

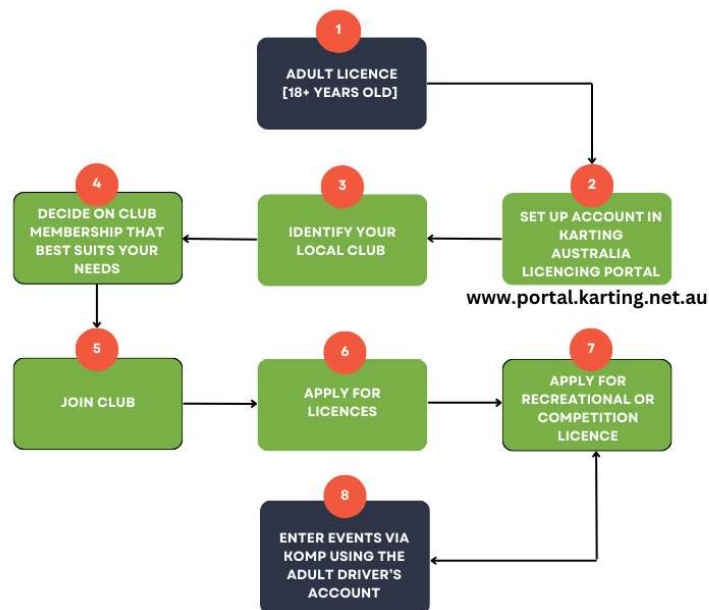
LICENSES AND MEMBERSHIP

Please refer to the Ballarat Kart Club website for up to date license and membership costs.

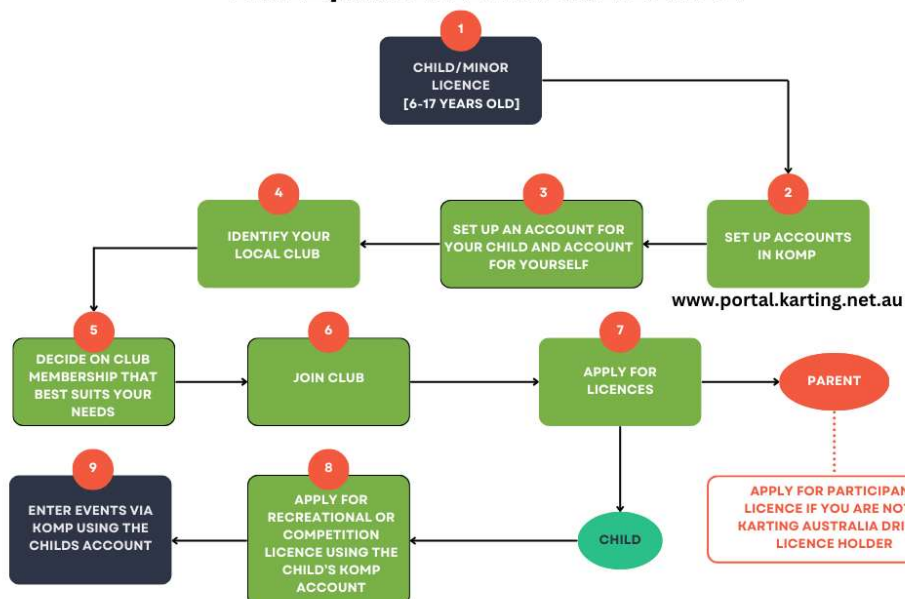
<https://www.ballaratkartclub.com/index.php/club-information/membership-and-licenses>

All license applications, renewals, and memberships are online via the Karting Australia KOMP portal at <https://portal.karting.net.au> or the KA phone app.

HOW TO GET A KARTING AUSTRALIA ADULT DRIVER LICENCE



HOW TO GET A KARTING AUSTRALIA CHILD/MINOR DRIVER LICENCE



Membership types

The membership types available for Ballarat are:

- | | |
|------------------------------|--------------------------------------|
| • Race License -Single | License held with Ballarat Kart Club |
| • Race License - Family | License held with Ballarat Kart Club |
| • Race License - Second club | License held with any other club |
| • Practice license | |

A joining fee applies for new members.

~~A fee applies for a member gate key.~~ *

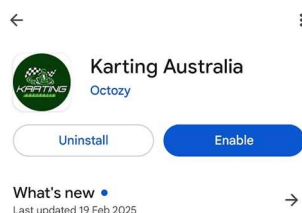
* JUNE 2025 NOTE: Gate keys are currently out of stock for new members, and the club is looking into a swipe card solution, as well as a workaround for new members until this is implemented.

KOMP – Karting Operations Management Portal

KOMP has both a phone app and a website version used for all Karting Australia events and licenses.

Website: <https://portal.karting.net.au>

Phone app: Search in Apple or Android store for “Karting Australia”



TIP: If you encounter any issues on the app with your brand of phone, try the website link as an alternative.

First time karters – Accessing KOMP

To register for a new KOMP account, go to <https://portal.karting.net.au/octozy/register>

Once registered in KOMP, you can select your license and membership from the “Applications” menu

Club Membership <small>Any person applying for a Drivers Licence must be a member of a Club which is affiliated through a State Karting Association with Karting Australia.</small>	Select
Annual Driver's Competition Licence <small>In order to participate in a Karting Australia Competition, a Driver must be the holder of a current Driver's Competition Licence issued by Karting Australia. <i>If a Driver is under the age of 18, their parent or legal guardian must also be the holder of a Participant's Licence or a Karting Australia Driver's Licence</i></small>	Select
Annual Driver's Recreational Licence <small>Issued for Social and Recreational karting. <i>To be eligible to drive a Kart on a Karting Australia Track a person must at all times hold a current Recreational or Competition Licence issued by Karting Australia</i></small>	Select
8 Day Driver's Competition Licence <small>Issued for a Maximum period of eight (8) days. May only be used to participate in one (1) Club Competition. <i>Club Membership is not required for this type of Driver's Licence</i></small>	Select

REGISTERING AND JOINING A PRACTICE SESSION – KAC AND KOMP

ESSENTIAL FOR ALL MEMBERS

Every practice session **MUST** have a qualified KAC present (Grade 5 official).

Any club organised race session will already have Grade 4 and Grade 3 officials present for you.

KAC – Karting Activity Controller

The KAC is a recent addition that requires every entrant to register in KAC controlled activity for practice sessions.

This can be very confusing at first, but it is simply NOT optional.

The officials course and responsibility can seem daunting, but it's not overly difficult, and when you see it working in practice with others it will make more sense.

As a club we go out of our way to assist new members in understanding and meeting these requirements. So if you are stuck, just ask!

Karting Activity Controller (KAC) means the Level 5, KA Licenced Official who is in attendance at a Circuit where a Karting Activity is taking place and who is in control of the Karting Activity in accordance with National Competition Rules (NCR), Appendix 1, and the Karting Activity Supplementary Regulations that have been approved and issued (along with an Organising Permit) by the relevant SKA.

KAC Core Courses means the following courses in the Karting Australia Officials Academy:

- "Social Karting – Controller Responsibilities and Requirements"
- "Social Karting – Club Responsibilities and Requirements"
- "Respect Karting"
- "Safety 1st and Karting Risk Management"



<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P24-Karting-Activity-Recreational-Co-Ordinator-Policy-Update-8-Feb-2023.pdf>

REQUIRED LICENSE TYPES AND KAC QUALIFICATIONS

New Parent/Guardian

1. The competitor requires a competition or practice license.
2. The guardian requires a "Participants License" to enter a child under 18 in any practice or race event.

This means you enter the child with your own KOMP login, and not the child's.

From the KOMP portal

- Select "Applications"
- Create new application
- Select "Participant License"

3. Most guardians will need to obtain a Karting Activity Controller qualification.

This involves a short course, has a small fee, and requires a valid Working with Children Check. We do recommend grabbing screenshots of the test questions, as there are some trick questions that trip a few people up.

If you are not successful the first time, the test can be reset on request, and the club can assist you if you have ongoing issues.

Unlike the participants license; there can be a longer turnaround time.

If you already know someone who is a Karting Activity Controller, the child may register in their session without having the qualification yourself to get on track sooner.

However in the long term, you will not be able to go to the track with just your child and no one else until you have the KAC qualification.

4. Ballarat Kart Club membership

Only Ballarat Kart Club members can register sessions at our track.

It is simpler if the guardian has chosen a “family” membership so both the guardian and the child are listed in our system.

If you cannot see Ballarat listed, there are workarounds available by contacting the club secretary.

New Adult Member

1. The competitor requires a competition or practice (E-Grade) license.
 2. A pit crew or family member requires a KAC
 3. Ballarat Kart Club membership
- Only Ballarat Kart Club members can register sessions at our track.

The person on track CANNOT be the Karting Activity controller.*

Typically this means you need a second person in your family or pit crew to gain the Karting Activity Controller qualification.

If you have multiple friends who kart together with a KAC qualification, you can rotate that role so both can drive at different times.

After a while you will meet other members and be able to coordinate sessions together.

* Note for solo drivers: *It is NEVER permitted take to the track without another person present; its essential other people are there to assist in the event something goes wrong on track.*

KAC Application Process

<https://www.karting.net.au/administration/officials>

Prior to applying to become a Karting Activity Controller, it is a compulsory requirement to have a current and valid Working With Children’s Check*, a copy of this will be required during the application process.

- Log into portal.karting.net.au and create a profile.
- Click on the Applications tab.
- Scroll to find Official’s Licence.
- Follow the steps to applying for a Karting Activity Controller (Level 5).
- After completing the Application, you will receive a confirmation email to your registered email address, and subsequently an email in the coming days with a login to the Online Officials Academy where you will be able to complete the compulsory online courses.
- Once the compulsory courses have been completed and your Working With Children’s Check has been confirmed by the State Administrator, your licence application will be subject to approval by the State Administrator.

Officials Licence (including Karting Activity Controller) Apply here for a Karting Australia Race Officials Licence - including a Karting Activity Controller <small>All Karting Australia Officials are required to obtain a Working With Children Approval as required by State Legislation prior to applying. To complete the process of becoming an accredited Karting Australia Official, a person must complete the appropriate online courses that are available by registering with officialsacademy@karting.net.au</small>	Select
Participant Licence <small>For the parents and/or legal guardians of Drivers under the age of 18 years who do not hold a current Karting Australia Driver's Licence</small>	Select

* Working With Children’s checks are free for volunteers.

REGISTERING A SESSION AS A KAC

Using the last name and KAC number, any Ballarat member can register a session

- Select Applications
 - Select Create New Application
 - Select “Social Karting Activities”
 - Select state and “Ballarat Kart Club” and proceed through the prompts*
 - Enter the Date, Start time and Finish time
- Remember the track hours are between 9am to 6pm, and CLOSED on Tuesdays.

Ballarat Kart Club - Social Karting Activity

Activity Details

Event Summary

Event Name *
Social Karting Activity - Ballarat Kart Club

Event Start Date * 21/03/2025 Start time * 02:00 PM Event End date * 21/03/2025 End time * 04:00 PM

Event Category * Club Event Event Type * Social Karting

Venue

Venue *
Ballarat Kart Club

< Previous Next

- Select “Add Contact”
- Enter the last name and member id of the KAC
- After a match is found, select the role as “Karting Activity Controller”
 - *No other officials are required*

Add Contact

Last Name * Fe Member ID * 2200 Search

Search Results

Name	Member ID	Role
Fe	2200	Karting Activity Cont X v

Cancel Save

- Complete the application
 - This application is now automatically approved and can be done on the day
- When first introduced, this required manual approval and 24-48 hours notice.

TAKING TO THE TRACK – KAC REQUIREMENTS

The KAC must complete the track safety check, which includes a track walk at the start of each session. It is extremely important to walk the track and scan for objects or debris before each session.

There are sections of the track not visible from the out grid, and we have witnessed weather damage and vandalism in the past.

Scanning the QR code on the posters on the out grid allow the KAC to submit the checklist before activity begins.

<https://kartingaustralia.wufoo.com/forms/m1ek0m6c05g92o4/>

As a club we would prefer KACs allow others to join and share the load, but If you do not feel comfortable letting other people join your KAC session, you may close the primary gate behind you.

There is a blue Karting Activity Controller hi-vis vest located in the out grid shed, as well as necessary flags and an extinguisher.

TAKING TO THE TRACK – COMPETITOR REQUIREMENTS

EVERY COMPETITOR AT A KARTING AUSTRALIA TRACK MUST REGISTER IN THE SESSION BEFORE TAKING TO THE TRACK.

After a KAC has registered a session, it is available in KOMP (Via the app or website) for any license holder to join.

For guardians, this is done using the **participant license login**, and not the competitor.

Select the “Social Karting” Calendar, then filter by state and club

The screenshot shows a search interface with the following elements:

- Filters:**
 - Date:** 20/03/2025
 - State:** VIC
 - Club:** Ballarat Kart Club
 - Search:** (empty text box)
 - Category:** (dropdown menu)
 - Type:** (dropdown menu)
- Search Button:** A green button labeled "Search".
- Event Listings:**
 - Event 1:**
 - Date:** 20th Mar 2025 3:00 pm - 6:00 pm
 - Title:** Social Karting Activity - Ballarat Kart Club
 - Location:** 70 Racecourse Road Hadden VIC 3350 Australia
 - Event Entry Dates:** Start Date: 17 Mar 2025, End Date: 21 Mar 2025
 - Action:** Details (green button)
 - Event 2:**
 - Date:** 20th Mar 2025 6:00 pm - 7:00 pm
 - Title:** Social Karting Activity - Ballarat Kart Club TEST - IGNORE
 - Location:** 70 Racecourse Road Hadden VIC 3350 Australia
 - Event Entry Dates:** Start Date: 20 Mar 2025, End Date: 21 Mar 2025
 - Action:** Details (green button)

NOTE: Please *DO NOT* expect the gates to be open because you see an available session listed in KOMP.

The club has no control over sessions where a member has entered the date incorrectly, did not turn up, or had to leave early.

Some KA clubs choose to close track access to all members, and only open when there is a club organised event with a KAC or club official present

Ballarat still chooses to allow our members to have track keys and organise their own sessions.

However failure to follow the KAC process has huge consequences for the club and may result in all member keys being revoked.

DRIVING A KART ON THE TRACK

After you have successfully registered in the session, it's time to get on track!

Racing direction is anticlockwise, indicated by out-grid signs, and large direction arrows on the tyre barriers.

Please follow all rules in the Karting Australia manual when using the track.

During practice seniors can never be on the same time as juniors or cadets nor any combination.

Seniors can be noted by the yellow background and black numbers, Juniors are white background and black numbers and cadets are white background with red backgrounds.

The rules for running practice sessions are on the fence of the out grid, these are a summary of the rules in Appendix 1 of the Karting Australia manual. We remind all karters of the following rules in particular:

DO	DONT
DO use the out-grid and in-grid as intended - never drive back into the out grid.	DO NOT drive in dangerous or silly driving is manner. (Including 360 spins and drifting)
DO Put your hand up clearly to signal when you are slowing and entering pit in-grid.	DO NOT drive in the clockwise direction - only the approved track direction is permitted (Even if you have the track to yourself)
DO Have a working mobile phone at all times in the paddock.	NEVER mix Senior, Junior or Cadet classes on track at the same time

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 a KAC or Race Official, thereby meeting the core KA value of Safety being paramount in all Karting activities.

<https://www.karting.net.au/administration/rules>

PIT CREW AND CIRCUIT INFIELD REQUIREMENTS

For Cadet and Junior drivers, this section is relevant to their parent or guardian.

Its important to follow these requirements at all times, even if you are the only people at the venue.

The club does have security cameras, and can follow-up on non-compliance or silly behaviour.



DO	DONT
<p>DO Always wear a hi-vis vest within the circuit. This should NOT be a “Karting Australia” official vest. <i>It is an offence to wear a Karting Australia Officials Vest unless you are an official of the event.</i></p>	<p>DO NOT cross a live track.</p> <p>It is forbidden to cross the track or sit on tyre walls while ever there are karts driving on the track.</p> <p>Concentrate on all karts on track, and not on phones or cameras. Karts can have unseen incidents when you are distracted.</p>
<p>DO stand behind the “refuge points” (R1- R5) These are three tyres high and protected from multiple angles.</p>	<p>DO NOT observe from the side of the track.</p> <p>The “side of the track” includes standing either side of the 2 high tyre barrier separating the two straights and observing from the end of the out grid beyond the gate.</p> <p>These sections are marked with RED - - - line.</p>
<p>DO Wait until the session has finished before retrieving a kart with a trolley. ie Do not cut across the grass or gravel with a trolley while karts are still circulating.</p>	<p>DO NOT place a retired kart on top of a tyre barrier. While it may seem logical to get the kart out of the way – it’s much more dangerous if another kart goes into that barrier underneath.</p>
<p>DO shut the out-grid gate securely once the session has started. It is a danger if a swinging gate is left out for a kart to hit.</p>	<p>DO NOT stand in front of the caution lights when at a light post on a race event.</p>
<p>DO Put tyres back into their original position if you have an accident and knock them out of place.</p>	<p>DO NOT Wear uncovered footwear on the out grid, on the in-grid, or within the infield.</p>
	<p>DO NOT Move any tyres from their approved location. This includes the pit in-grid.</p>

PHOTOGRAPHY/DRONES

Only accredited (And insured) photographers can take photographs from within the infield, out grid or in grid.

Members and visitors are welcome to take photos from behind the spectator fence.

No photos are permitted within the toilets as clearly signed.

The use of drones and other unmanned aerial vehicles (UAVs) at Karting Australia events is prohibited unless specifically permitted in writing by the governing body.

<https://www.karting.net.au/drones-unmanned-aircraft-prohibited-at-karting-australia-events>

We remind drone owners that “chase” drones following a kart on track are not permitted in our sport.

<https://kartingaustralia.mymedia.delivery/wp-content/uploads/2024/12/P19-Remotely-Piloted-Aircraft-Including-Drones.pdf>

AFTER THE PRACTICE SESSIONS – RACING CLUB DAYS

After you have practiced a few times and gained experience, you may soon be ready to race. Your first race will almost always be a club day, as larger events require more experience.

Firstly, you need an official to witness one of your practice sessions, so that your “Observed Driving Session” requirement can be recorded in KOMP.

Without this requirement, you will not be able to enter the club day.

As long as you are going around the track without being a danger to yourself or others, this is a straightforward tick.

New Cadet drivers are required to have 8 karting activity sessions of at least 1 hour practice before an Observed Driving Session.

It is important for these drivers that they register their attendance at all their practice sessions correctly in KOMP.

If they don't, the system will not have any record of the 8 sessions practice, and they will not be able to enter the first club day.

HOW TO KNOW THE RULES

Our sport has many rules, and every event has “Supplementary regulations” that detail the timetable, specific rules, responsible officials and race format for that event.

Karting Australia Manual

<https://www.karting.net.au/administration/rules>

This is the first port of call for rules in our sport.

Every driver and guardian needs to have a read of this document.

It is a long and detailed manual, and is unlikely to make much sense the first time through

To help you get up to speed, key sections for any driver to know first are:

- Competition Rules
 - Chapter 1 General Competition Rules
 - Chapter 2 Flag / Light Signals
 - Chapter 3 Code of Driving Conduct on Karting Circuits

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- Class rules
 - Read up on the correct tyres and weight for the class you compete in

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Karting Victoria State Regulations

<https://www.kartingvic.net.au/administration/rules>

The state regulations sets out the allowed formats for club, series and higher competition in Victoria.

For masters classes, it also specified the weight for the “Victorian Combined Masters” class

This link does change with new versions each year, so searching for “Karting Victoria State Regs” is usually the best option.

Event Supplementary Regulations

<https://www.kartingvic.net.au/supp-regs>

Scroll down the club day or open meeting section to find the supp regs relevant to the event you are attending.

These supp regs will typically also be posted on social media, and/or emailed to competitors at larger events.

► Open Meetings Supp Regs

► Club Day Supp Regs

Date	Meeting Name	Supp Regs
January		
25, 26	Club Day Weekend	
February		
15, 16	Club Day Weekend	Ballarat February Club Day Supp Regs Eastern Lions February Club Day Supp Regs Glipsland February Club Day Supp Regs GVKC February Club Day Supp Regs Oakleigh February Club Day Supp Regs Portland February Club Day Supp Regs Wimmera February Club Supp Regs

ENTERING THE EVENT

You must enter the event at least 24 hours before the event start date via the KOMP app or website. For Sunday club days, this means midnight Friday night, late entries CANNOT be accepted.

Your membership and license must still be valid on the date of the event. If they expire before that time, you will not be able to enter until you renew.

To enter, find the event in the KOMP event calendar

The screenshot shows the KOMP event calendar interface. At the top, there are navigation links: Home, Applications, Event Calendar, and Social Karting. Below these are search filters: Date (28/03/2025), State (VIC), Club (Ballarat Kart Club), and a search button. There are also dropdowns for Category and Type. Below the filters, the event details for 'Ballarat Kart Club - April Club Day' are displayed, including the date (6th Apr 2025 9:00 am), location (70 Racecourse Road Hadden VIC 3200 Australia), and event entry dates (Start Date: 19 Mar 2025, End Date: 04 Apr 2025). A 'Details' button is visible on the right.

- Proceed to “Enter event”
- Select your race class and number
If your number is already in use, you will need to select another one.
Number stickers can easily be changed or covered over.
- Add your chassis, transponder** and engine details. (These will be saved after your first event)

Club Race Meeting - Ballarat Kart Club

Registration

Registration Category / Class

Category / Class *
TaG 125 Restricted Medium X v

Kart No *
71 X v

Sponsors

Karts

If your kart is not listed below, [click here to add new kart record](#)

(Select one of the items below)

Arrow X6

Chassis Number
A2t

Transponder Number

35

Colour
Blue

Engines

If your engine is not listed below, [click here to add new engine record](#)

(Select one of the items below)

IAME X30

Engine Number
0

< Previous

Cancel Save

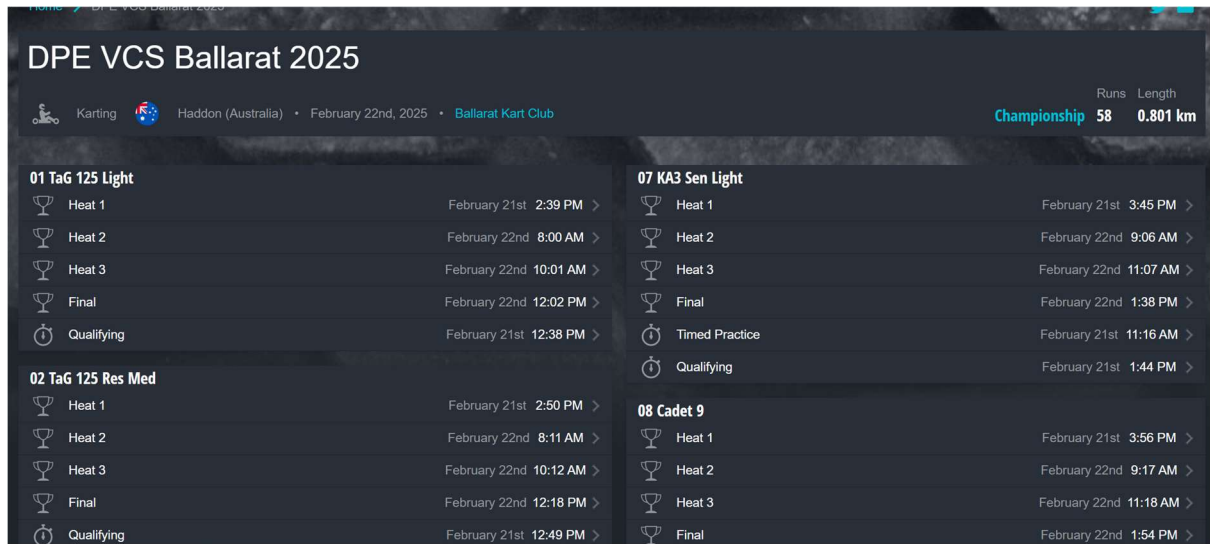
Transponders

During a race event the lap times and position of each Kart is recorded by a magnetic strip in the start/finish line.

You must have a MYLAPS compatible timing transponder fitted to your kart during the event for the officials to be able to track your time. These times are also uploaded to the Mylaps website and app, “Speedhive”. During an event these times can be viewed live.

Below is a link to a previous race meet at Ballarat.

<https://speedhive.mylaps.com/events/2924493>



DPE VCS Ballarat 2025		Runs	Length
Karting	Haddon (Australia) • February 22nd, 2025 • Ballarat Kart Club	Championship 58	0.801 km
01 TaG 125 Light			
Heat 1	February 21st 2:39 PM		
Heat 2	February 22nd 8:00 AM		
Heat 3	February 22nd 10:01 AM		
Final	February 22nd 12:02 PM		
Qualifying	February 21st 12:38 PM		
02 TaG 125 Res Med			
Heat 1	February 21st 2:50 PM		
Heat 2	February 22nd 8:11 AM		
Heat 3	February 22nd 10:12 AM		
Final	February 22nd 12:18 PM		
Qualifying	February 21st 12:49 PM		
07 KA3 Sen Light			
Heat 1	February 21st 3:45 PM		
Heat 2	February 22nd 9:06 AM		
Heat 3	February 22nd 11:07 AM		
Final	February 22nd 1:38 PM		
Timed Practice	February 21st 11:16 AM		
Qualifying	February 21st 1:44 PM		
08 Cadet 9			
Heat 1	February 21st 3:56 PM		
Heat 2	February 22nd 9:17 AM		
Heat 3	February 22nd 11:18 AM		
Final	February 22nd 1:54 PM		

Every member who races will need to purchase their own transponder in time.

For new members, the club has several transponders that can be hired on the day.

In that case, simply enter a fake number to proceed eg 000000, and it will be corrected on the morning of the race.

Entry cancellation

If you need to cancel, please contact entries@ballaratkartclub.com before the event.

KA Refund Policy

No refund is available after the close of entries, except in the case of “Duly established force majeure”

An Entry binds the Licence Holder to take part in the Meeting, except in case of duly established force majeure, and binds the Organiser to fulfil all the conditions which upon the entry was made, the only reservation being that the Competitor must use their best endeavours to participate in the Meeting.

Guidance Note:

“Duly established force majeure” includes but is not limited to compliance by the Licence Holder with General Rules, Chapter 15, Rule 3 b) and other medical emergencies for which a medical certificate is provided.”

ON A CLUB DAY

Club Day events are aimed at mainly club members and is a very social fun racing day.

Typically practice starts at around 9am and racing begins around 11am.

We do have our canteen open during club day events as well as open meetings.

The race format and length can vary, but may include qualifying, 3 heats and a final.

A driver's briefing will be held before the first qualifying or race heat.

New drivers will be shown track essentials such as the starting tram lines, formation line, and pit entry.

Then it's time to calm the nerves, get on the track and start your racing journey.

Endorsements

P platers are recommended to concentrate on finishing their first races, and not on outright speed or passing.

An endorsement is usually granted when a P plater completes more than 75% of the race laps on the day.

4 endorsements are required to go from D grade (P plates) to C grade.

For Cadets and Juniors, at least 2 club day endorsements are required before you can enter a state series.

AFTER CLUB DAYS: VICTORIAN COUNTRY SERIES

Six clubs in South-Western Victoria join together to host the annual Victorian Country Series.

<https://www.victorianscountryseries.com> <https://www.facebook.com/VictorianCountrySeries>

The clubs of Ballarat, Hamilton, Portland, South West (Cobden) Warrnambool and Wimmera (Horsham), are geographically close together, attracting 200+ entrants with a mix of competitors from each of the six participating clubs, from most major clubs in Victoria, and far flung interstate competitors typically from South Australia and Tasmania.

Depending on your level, you may be racing with fellow amateurs, fellow enthusiasts, or the best in the country.

Past series champions include Scott McLaughlin, Anton de Pasquale and Corey McCulloch to name a few recognisable talents.

The VCS events are no further than 2-3 hours travel for most Ballarat members.

Many Ballarat members pit together, and camp or eat-out together during the weekend, making it a social and family event. As a result, the local pubs are packed with VCS competitors on the Saturday night.

While there are many events around Victoria you can compete in; Ballarat highly recommends the VCS as your first step up after a local club day. The series also has enormous annual benefits for your club.



KART CLASSES

There are many classes in go karting which are largely based on age restrictions and weight classes.

All weights below are a total **MINIMUM** weight of kart and driver.

You can see what classes are currently run at the Ballarat Club here -

<https://speedhive.mylaps.com/organizations/724794>

And clicking on the most recent events to see how many are competing in each class

Cadet 9 (7-9 years)

This the youngest class offered and designed to teach kids with a restricted engine.

This competition runs a Vortex 60cc Mini Rok or KT100J** fitted with a restrictor or a Comer SW80**.

Drivers can practice between the ages of 6 and 7 and can race once 7.

Minimum weight - 100kg

Approx power – 6hp

**** The KT100J and Comer SW80 are legacy engines, and you may find them going for a bargain.**

However we would strongly recommend avoiding them and getting the current standard Vortex Mini Rok in either Cadet 9 or Cadet 12.

The legacy engines are significantly slower, and can only be raced at a club day.

In our experience, those who get a legacy engine “for practice and learning”, get disheartened with being last and leave the sport before long.

Cadet 12 (10-12 years)

Based on the Cadet class this class uses the Vortex 60CC mini R or Yamaha KT100J fitted with a restrictor plate.**

Minimum weight – 110kg

Approx power – 8hp

** As above for the KT100J

KA3 Junior (12-16 years)

This is the first class offering the use of the KA100 fitted with a restrictor plate. This engine can be carried through to senior with the restrictor plate removed. There are two weight divisions offered here

Light – 132kg

Heavy – 150kg

Approx power – 13hp

KA3 Senior (15 +years)

This uses the same KA100 engine as KA4 without the restrictor. This is a low cost engine with a very competitive class. Offered usually in two weight classes

Light – 150kg

Medium – 170kg

Approx power – 22hp

TAG Restricted (Also called Victorian Combined)

Entry level racing for water cooled 125cc engines.

The most common engines are the IAME X30 and Rotax EVO.

This class runs a restrictor in the exhaust. Once enough experienced has been gained with 6 off endorsements, you can apply for a license upgrade to move to TAG.

The TAG restricted classes are very popular at club days and open meetings.

At a club day, the IAME KA100 is also able to join the class in the Masters (40+) class

Light – 160kg

Medium – 180kg

Heavy – 200kg

Masters (40+) – 172kg

Approx power – 22hp

Typically a Tag Restricted Kart Weighs between 85kg-90kg – if you weigh around 95kgs with your racesuit and helmet on your weight would be 180-185kg with kart putting you in the Medium Class.

TAG 125

This is the fastest of common classes at a typical club day or race meets.

There are several specialised faster classes above this.

This class utilises the same engines and weights as TAG restricted but no restrictor in the exhaust.

Light – 160kg

Heavy – 180kg

Approx power – 30hp

4SS (4 stroke)

This is a growing class that uses the Torini Clubmax 210 engine. It is aimed to be a more affordable form of racing as its engines require basically now daily maintenance and cannot be tunned like other 2 stroke engines. The engines come sealed from the factory with only basic carburettor adjustments being allowed. Maintenance is also simplified with basic oil changes and basic servicing. The tyres are also designed to last longer saving on costs of replacement. This class can be ran from Cadets through to Seniors. At the moment it is only Seniors that tend to run around Ballarat due to numbers.

Senior Light – 140kg

Senior Medium – 155kg

Senior Heavy– 170kg

Approx power – 10hp

KART EQUIPMENT

Item	Description	Cost
Rims	Wheels for the kart. Difference rims required for wet and dry tyres – recommend two sets of dry rims	\$300.00 second hand a set

Tyres	<p>Slicks – 150 + laps still acceptable for learning/practice</p> <p>You do not need a new set of tyres for every club day Depending on your competitive you may run the same set for all club days</p> <p>If you compete in higher level events (eg The Victorian Country Series), you would typically buy a new set of tyres for the race weekend, then use the second hand ones for your next club days.</p>	<p>Cadet Tyres: \$271.00</p> <p>Junior / Senior Tyres: \$305</p>
	<p>Wet Typically you would never put on brand new wet tyres at a club day. They are a specialised tyre with a short life, which you would need at a higher level event.</p> <p>If the weather conditions change on a club day, you should be able find a second hand set of wet tyres to get you through the day. Most members will try and find a way to get you racing if you don't have everything straight away.</p>	<p>Cadet Tyres: \$279</p> <p>Junior / Senior Tyres: \$330.00</p>
Tyre changing tools	To pop the tyres off and on the rims. Not necessary if you can borrow off someone	\$100-150 second hand
Laser wheel aligners	Laser sights to adjust and align the front wheels correctly. Not necessary if you can borrow.	\$300.00 second hand
Transponder	Required on race day for the race control tower to record your times. X2 model requires extra cost subscription – clubs do hire these on club days for new karters	\$300-\$350 second hand.

Trolley	Required to move kart around the pits	\$150.00 second hand
Fuel	Generally BP 98 – approx 700ml per race typical race day you would require of 5L to cover practice and races	Price always changes
Oil	Karting oil – Very depending on type of engine - 25-55ml per litre	\$50 per litre
Helmet	Required to go on the tack	\$100-\$1000
Gloves	Required to go on the track	\$50-200 new
Suit	Required to go on the tack. Full length suit with a zip, no buttons	\$300-600 new
Boots	Required to go racing. Closed in shoes acceptable	\$100 + second hand and new
Rear chain sprockets	Allow you to change gear ratios at the track	\$30-50 new
Chains	Chain need to be replaced when worn or break	\$35-70 new \$100 (O-Ring)
Tyre pressure gauge	<p>A good racing pressure gauge is essential for karting , as you will often be checking or changing pressures in small increments</p> <p>You don't need the more expensive digital one when starting</p>	\$70 - \$300
Trailer	<p>Depending on your existing equipment, you may have a van or ute that will do the job without needing anything news.</p> <p>There is no need to get an expensive trailer when you start- you can use a garden trailer to carry your kart and cover it with a tarpaulin.</p>	Variable \$3500+

Gazebo	A typical pit gazebo is 3m x 3m Highly recommended for bad weather. Invest in good tie downs, pickets or tent pegs – as many a gazebo had been destroyed from high winds.	\$180
Tools	See further reading below for essential kart tools.	\$50+

APPENDIX A: ENGINES

Engines that are used in competition should be well maintained by an engine builder, generally the person selling has a genuine reason for moving categories etc, and a reasonably true time / race log on the use of an engine. The biggest risk with buying used engine is that top end (piston and ring) servicing has been done, however the bearings in the crank are over-due. This can present a large rebuild cost if failure occurs, so always request receipts.

Engines have very tight rules (Homologation) that need to be followed by an engine builder. The current engines have very tight tolerances from factory, so there is very little variances here. A good engine builder will be able to assist with tuning the engine for various tracks to help you get the most out of the combination.

VORTEX 60CC MINI ROK

This is an air cooled engine used in the Cadet 9 and 12 class. Typically fuel/oil ratio is 18:1 using good quality full synthetic castor oil.

Gearing Cadet 9	10 Front/78-80 Rear
Gearing Cadet 12	10 Front/77-79 Rear



Figure 1, Vortex 60 cc Mini Rok

Rebuild times

Top end 8-10hrs - \$420-550

Bottom end 20-25hrs - \$350-550 Depending

Second hand engines approx. \$2,800

New Engine \$3850

IAME KA100

This engine is air cooled and can be used in Junior classes as well as senior (KA3). It can also be used in Victorian combined. Typically fuel/oil ratio is 18:1 using good quality full synthetic castor oil.

	KA3 Junior Light	KA3 Junior Heavy	KA3 Senior Light	KA3 Senior Medium
Gearing	10/72	10/74	10/72	10/74

Rebuild times

Top end 8-10hrs - \$515-650 Approx.

Bottom end 20-25hrs - \$465-700 Depending

Second hand engines approx. \$2,800

New Engine \$3,900



Figure 2, IAME KA100 engine

IAME X30

Water cooled 125. Very popular engine. Been the same engine for many years but has recently had an upgraded exhaust and carburettor which is required to be competitive. This engine offers a carburettor that can be tuned during the day easy by the adjustable needles. Typically fuel/oil ratio is 18:1 using good quality full synthetic castor oil.

Gearing around Ballarat

	Light	Medium	Heavy
Gearing TAG restricted	10-75	10-77	10-79

Rebuild times

Top end 8-10hrs - \$545 Approx.

Bottom end 20-25hrs - \$560-750 Depending

Second hand engines approx. \$2,800

New Engine \$4,999



Figure 3, Old exhaust



Figure 4, New Exhaust

ROTAX

Water cooled 125cc. This is the second most popular model in the TAG classes. The newer EVO rotax has more power and much easier to tune than the previous model Rotax models. Unlike the X30 this engine cannot be adjusted during running and jetting must be done within the carburettor between sessions. Typical fuel/oil ratio is 40:1.

Gearing around Ballarat

	Light	Medium	Heavy
Gearing TAG restricted	12-84	12-85	12-86

Rebuild times

Top end 12-15hrs - \$500 Approx.

Bottom end 25-30hrs - \$560-750 Depending

Second hand engines approx. \$2,800

New Engine \$4,999



Figure 5, Non evo Rotax - Note large red knob for power valve



Figure 6m Evo rotax, Red top and no large red knob on power valve. Extra electronics



Figure 7, Evo battery pack



Figure 8, Evo exhaust , bend on exit

TORINI CLUBMAX

Air-Cooled 210cc – 4-stroke. This is a one make engine category, engines are sealed from the factory with only oil changes and minor servicing to be conducted. Basic carburettor adjustments can be made to suit the conditions, along with gearing changes. These engines can be fitted to the majority of 2-stroke type chassis (some easier than others). Some allowance should be made to make these changes.

Gearing around Ballarat

	Light	Medium
Gearing 4SS	19-66	19-68

No Engine Rebuild Allowed, Engines still Running Strong after 3 or more seasons.

Oil Change \$22 – Every 2-3 meetings

Second hand engines approx. \$1300

New Engine \$1,950



Figure 6, Torini TC210 Clubmax engine Kit

APPENDIX B: BUYING A USED KART

There are many options to buy good second-hand equipment. Ideally a complete outfit from someone getting out of the sport is a good buy as you get everything required to go racing. As listed below, there is a lot of equipment and spares that you need to go racing, so its always a good idea to wait and get the right thing.

CHASSIS

Kart chassis are an item that simply wear out over time, the constant twisting back and forth ultimately fatigues the chassis over time, this is not to say that a used kart is bad, it's just something to keep in mind. Chassis should be checked for signs of repairs, Cracks around seat mounts and engines, or general bad scrapes to the underside. Chassis can also be twisted, although this is impossible to see with seat, engine and plastics on. Besides a simple visual check, an easy check is to place the kart on a flat surface, does the steering wheel point straight ahead ? The second check is to have someone hold the steering wheel straight, and gently lift one rear wheel at a time, the amount of effort and indeed distance should be similar.

Key Points:

- Age

- Bends and cracks
- Amount of use it has had
- Some parts are easier to adjust on some models.

OTK

There are two common types of chassis used by most people in the senior categories. There is not really any wrong choice here. There are many things to look for when selecting a chassis. Below are a few key points but please speak with a club member for best advice when selecting.

There are many manufactures that have the same chassis for these karts. These karts have more expensive components to other brands

- Tony kart (original tony kart)
- Exprit
- Kosmic
- FA (Fernando Alonso)
- Red speed (Older model)

There is a 30 mm and 32 mm side tube chassis of each make. 30 mm chassis will suit most drivers and the 32 mm would suit heavier drivers.

Arrow

This is a very popular brand these days

The X7 model is the latest frame. X6.2 previous. X5 etc. Very good and affordable chassis.

APPENDIX C: KART SETUP

TYRES

Below is a guide of the approximate pressure to start your tyres at cold and what to aim for when they are hot and up to temperature on the track. There are many factors that effect what pressure is required such as track temperature, driver weight, surface conditions etc.

Tyre type	Cold Starting Pressure (PSI)	Hot working pressure (PSI)
Maxxis Cadet -KA	TBA	TBA
LeCont LH03	9 - 12	11-15
LeCont SVB	8 - 11	10-14

KART SETUP GUIDES

When you first start karting one of the first things you will want to do after getting your kart is to go and practice at the track. The best thing you can do when you get started is talk to a club member and get them to meet you at the track to help you get the kart setup.

One mistake that is commonly made by new karters is to play around with setup early in their budding racing career. A good course of action is to spend some time familiarizing yourself with the kart on the track and learning to drive before playing with caster, camber track widths and the like.

Lower your expectations – everyone... absolutely everyone before driving a kart is sure they will be fast. The truth, the cold hard face slapping truth is you will be slow, you may feel fast but you will be slow. That is normal in fact its better than normal because a big part of the fun of go karting is learning to drive seeing the improvement and progress.

You will find that after a number of sessions that your lap times will begin to improve and once you are finding consistent lap times this is when you can start to make changes to setup.

A really great resource for explanations around different setups and how they can affect kart performance is the power republic youtube page. The best part about this resource is that its free and there is plenty to watch

https://www.youtube.com/channel/UC6EgIc0F03lGU_NHLNhwrSg

another good resource is the DPE Kart Store site has suggested baseline setups for most common karts and classes

<https://dpekartsuperstore.com/blogs/kart-setup>

APPENDIX D: TOOLS AND ACCESSORIES

Karting Doesn't require a huge number of tools and most of the time the lower price tools will do the job just fine.

Here is a list of Essential not kart specific tools that I have in my Kit and what they are used for. A great kit to buy if you have no tools is the following that should be enough for you to do anything on the kart . This SP kit is around \$400.00 and has most things you need.

<https://www.sptools.com/product-catalogue/tool-kits/karting-tool-kits/general-kart-maintenance/karting-tool-kit-general-kart-maintenance/>

Our local store of Ballarat Bolts and Fasteners can get SP tools sets.

KARTING TOOL KIT - GENERAL KART MAINTENANCE



Tools	Information	Where used	Example
T- BAR HEX KEY (ALLEN KEYS)	Metric	Most bolts on kart & often Wheel nuts	https://www.totaltools.com.au/147150-mastercraft-8-piece-metric-t-handle-hex-key-set-mch008 If you have an OTK a 7 mm hex key is required to change the front stub axle bolt.
Screw Drivers	Both Phillips and Flathead – doesn't need to be fancy wont be used a lot is something that can come in a tool kit	Hose clamps and other small screws	https://www.supercheapauto.com.au/p/sca-sca-screwdriver-set---13-piece/2733.html?q=screwdriver%2Bset&lang=en_AU&start=8
Dead Blow Hammer	Ideal for axle changes or anything else that should move that doesn't but won't damage your kart	Axle Changes	https://www.supercheapauto.com.au/p/toolpro-toolpro-hammer---dead-blow-1lb-450g/611024.html
Spanner Set	Metric	Nuts and bolts	https://www.supercheapauto.com.au/p/toolpro-toolpro-spanner-set-combination-metric-14-piece/554175.html?q=sPANNER%2BSET&lang=en_AU&start=26

Socket Set	Either 3/8 or ½ inch metric set make sure you get one with a spark plug socket	Any nuts and bolts & Spark Plug	https://www.totaltools.com.au/103935-hrd-63-piece-metric-af-1-4-1-2sd-socket-set-ss1214d63hrd
Kart Pressure Gauge	Go kart specific there are options here	Tyre pressure s before and after races/ Sessions	Analog - Digital – if you are a tech boffin
Mini Compressor	12v ideally battery operated	Pump up tyres	Doesn't need to be flash just enough to pump up tyres between races, if you are changing tyres most tracks have compressors with plenty of go to seat the tyre beads in
Plier set	Include pointy, bullnose & Side cutters	Grabbing & twisting and holding things cutting cable ties	https://www.totaltools.com.au/144740-stanley-3-piece-dyna-grip-plier-set
Tyre Changing Kit & Wax	Kart specific	Changing tyres	WAX Tyre Scissors Bead Breaker Not required first up and other club members could lend the tools and help you change the first few sets
Tape Measure & Steel Rule	Small tape and 300mm steel rule	Checking axle widths, set position	Tape Rule
Measuring Jug & Cup		Fuel	Fuel jug – 5litre Oil measuring cup – 25 mm – 100 mm
10L Fuel Container	Storing Fuel		

Consumables

Electrical Tape

100MPH Tape

Cable Ties – Stock up on various lengths of cable ties, as they are used in many places on a kart.

Nuts & Bolts – Check your kart first and go to your local Bolts and fastener supplier with a list



Strategic Plan 2021-2025





President's Message

On behalf of the Executive Committee, I am pleased to present the Ballarat Kart Club Strategic Plan 2021-2025 to our members and the wider karting community, which will help direct the future of our great club and ensure we have a clear plan for our continued contribution to the community and karting in regional Victoria.

Linked strongly to our mission statement, Ballarat Kart Club has a commitment to continue to offer a venue that will be a karting destination of choice within regional Victoria and provide a welcoming and inclusive environment for our members and visitors.

As our sport becomes more professional, we have recognised the need to develop a strategy that will keep us ahead of the game, allowing our members every chance to progress within their chosen field of sport. This reinforces our plan to deliver high-quality events, junior development activities and facilities worthy of our members and community.

With many years involved in this sport, I am confident we have a team with valuable experience and knowledge, aligned with a common goal that will see us continue to add value to our sport through the coming years.

I would like to acknowledge our hard-working members and committee, along with Karting Australia, Karting Victoria, Sport and Recreation Victoria, Golden Plains Shire Council and Sports Central for contributing to the development of this strategic plan.

Mal Mason
President

Mission

Ballarat Kart Club provide facilities and deliver activities and events for the benefit of our members and the wider karting community.

Vision

Ballarat Kart Club is a destination of choice within regional Victorian karting.



Ballarat Kart Club Strategic Plan 2021-2025



Values

Accountability

The committee is answerable to our members. Our members are expected to demonstrate their commitment to the club.

Community

A genuine country club which offers a welcoming, inclusive, family friendly environment for our members and visitors.

Competition & Teamwork

An environment which caters for healthy and respectful rivalries on the track and a strong sense of comradery off the track.

Enjoyment

A karting experience which includes a mix of adrenaline, challenges and healthy competition that leads to personal achievement.

Participation

A range of activities and events which meet the needs of all participants, on and off the track.

Guiding Principles

- All our activities over the next five years are linked to our mission, vision, objectives and priorities
- Our activities align with the strategic priorities of Karting Australia and Karting Victoria where applicable
- We communicate regularly with our members, stakeholders and the wider karting community
- We possess a genuine commitment to the future, not just the present



Administration & Governance

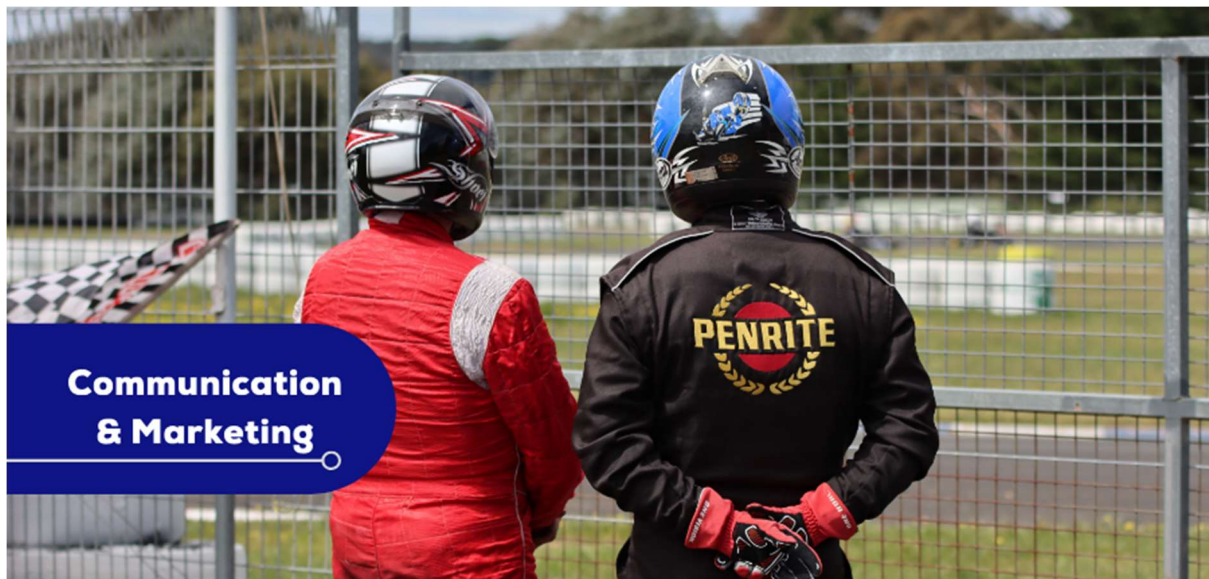
Ballarat Kart Club operate with a committee structure, including executive roles (President, Vice President, Treasurer, Secretary) and non-executive roles (Race Secretary, Social Media & Website Coordinator, Scrutineer, Track Inspector, Club Safety Officer, Canteen Manager, Karting Victoria Delegate, Victorian Country Series Representative), and as an incorporated body we are governed by our constitution.

Objective

We have strong leadership and administration that enables us to meet the needs of our members, stakeholders and the wider karting community.

Priorities

- Ensure the financial sustainability of our club to support current and future direction
- Develop a policies and guidelines to support current and future operations
- Document key information about our club to support succession planning
- Ensure our club has the governance and administrative structure needed to support current operations and future direction



Ballarat Kart Club maintain a social media presence and communicate via email, SMS, Facebook and our website.

Objective

Our members, stakeholders and the wider karting community are well informed through effective communication and marketing.

Priorities

- Build and maintain a presence across each of our social media platforms
- Assess the effectiveness of our communication and marketing platforms through data analytics
- Develop communication methods to ensure information reaches members, stakeholders and the wider karting community
- Develop an annual communication and marketing plan to promote activities within our key operational areas of events and membership
- Explore opportunities to invest in communication and marketing software



Ballarat Kart Club provide a calendar of events, including social practice days, community sessions, come and try days, club days and open events.

Objective

We deliver a range of high-quality events which boost participation and meet the needs of our members and the wider karting community.

Priorities

- Attract karters from across Victoria and beyond to compete in our open events
- Create greater awareness of our open events amongst the wider karting community
- Explore the opportunity to introduce innovative events
- Develop a comprehensive calendar of club events
- Develop an event checklist document
- Retain a strong presence across our social media platforms to promote and celebrate events
- Seek regular feedback from members and the wider karting community to inform future event planning
- Offer events that are good value for money



Facilities

Ballarat Kart Club maintain the track, amenities and grounds at the venue.

Objective

We offer a compliant and engaging track, with modern amenities that our members and the wider karting community enjoy utilising.

Priorities

- Upgrade changerooms, showers and toilets to meet community expectations
- Modernise the canteen and clubroom facilities
- Conduct a feasibility study into various track improvements
- Replace the curbing on the existing track
- Upgrade the roadways throughout the grounds
- Invest in technology for live race streaming and security
- Upgrade storage facilities



Fundraising

Ballarat Kart Club raise funds to ensure financial sustainability and support facility improvement projects.

Objective

We are financially strong and invest in projects which meet the needs of our members and the wider karting community.

Priorities

- Build and maintain strong relationships with local governments, state government and stakeholders
- Establish a committee to coordinate fundraising
- Explore all possible funding and grant opportunities
- Deliver financially successful club, open and Victorian Country Series events
- Develop a fundraising strategy
- Develop partnerships with local businesses that provide financial and/or in-kind support



Membership

Ballarat Kart Club offer value for money membership. including race licence, practice licence, single, family and second club categories.

Objective

We attract and retain members who regularly participate in our activities and events.

Priorities

- Build a stronger volunteer base from within our membership
- Assist and encourage members to achieve their full race licence
- Establish a coaching and mentoring program
- Develop an introductory pack for new members
- Develop a comprehensive calendar of family friendly social events
- Engage with inactive members

The Ballarat Kart Club Strategic Plan 2021-2025 was formally adopted by the 2019-2020 Executive Committee consisting of Mal Mason (President), Bill West (Vice President), Kevin O'Donoghue (Treasurer) and Paul Feely (Secretary) on 2nd December 2020.



Ballarat Kart Club Inc.

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