

Cyclekart Club of Australia Incorporated



CONSTRUCTION MANAGEMENT POLICY

This document is part of a safety management framework that provides a safe system of operation for CCA activities. The complete framework is available to view at <https://cyclekarts.org.au/safety1st>

Version	Date	Details	Approved
V 1.0	20.09.2025	Draft Proposal	20.09.2025
V 1.1	29.10.2025	Draft Review	10.01.2026

Table of Contents

1. <i>Objective</i>	3
2. <i>Scope</i>	3
3. <i>Definitions</i>	3
4. <i>Technical Construction Specifications</i>	3
5. <i>Design Aesthetics</i>	3
6. <i>Exemptions and approvals</i>	4
7. <i>Grandfather Clause</i>	4
8. <i>Compliance and Scrutineering</i>	4
9. <i>Responsibilities</i>	4
10. <i>Review and Updates</i>	4

1. Objective

The purpose of this policy is to define the requirements for Cyclekart design, construction and performance in accordance with the CCA Safety and Risk management policies and general club philosophy.

2. Scope

This policy applies to all CycleKarts that participate at any CCA organised or endorsed event.

3. Definitions

For the purposes of this policy, all definitions provided in the CCA Master Definitions Document shall apply.

4. Technical Construction Specifications

The technical construction specifications for CCA eligible Cyclekarts are contained within a formal construction standard:

S1 - Cyclekart Construction Standard.

This standard defines the minimum technical requirements for Cyclekart construction and performance in accordance with the CCA Safety and Risk Management policies

The standard uses safety in design principles that implement the mitigation measures defined in the risk register, to control the identified risks associated with operating Cyclekarts.

5. Design Aesthetics

The CCA recognise that Australia is a unique location in the global Cyclekarting community.

Australia has a unique motorsport heritage which includes vehicle categories not found elsewhere in the world.

The CCA recognise that whilst adherence to strict Cyclekart design aesthetics is desirable, the enforcement of a strict aesthetic policy, as implemented in other countries may have a negative effect on the growth of the sport within Australia.

6. Exemptions and approvals

- Exemptions to the construction standards may in exceptional cases be granted but not in any case where they present a safety issue or have significant performance advantage.
- Any application for an exemption must be lodged with the committee in writing along with an overview of the exemption with supporting evidence for justification.
- Any deviation to the standards must be pre-approved by the committee to be eligible to participate in CCA events.
- All exemption cases are considered on a case-by-case basis.
- Existing CycleKart exemptions do not confer rights to any other CycleKart, even if identical in nature.

7. Grandfather Clause

- CycleKarts that pre-date changes to this policy and find themselves outside of current rules and guidelines, may be approved by the committee, provided they comply with the rules in effect at the time they were built.

8. Compliance and Scrutineering

- All CycleKarts must undergo scrutineering prior to participation in dynamic events, as per the Scrutineering Guidelines.
- Non-compliant builds will not be permitted to participate until non-conformances are rectified.
- Repeated non-compliance may result in suspension of eligibility.

9. Responsibilities

- Builders / Members: Construct to current Standards and maintain compliance.
- Scrutineers: Verify compliance against construction standards
- Committee: Manage exemptions, update requirements, and maintain risk register linkages.

10. Review and Updates

- This policy shall be reviewed annually
- All amendments shall be ratified by the Committee and communicated to members.