

Parakart



Association

Blue Book

Pilots Handbook

Parakart Association

The PKA Handbook

Welcome to the Parakart Association

The *Parakart Association* was formed in 1993 by a group of kite and parakart enthusiasts. Its purpose was to provide Parakarting sites and third party liability insurance by affiliation to the British Federation of Land and Sand Yacht Clubs as Class 8 Land Yachts. This has given us access and insurance to the best Land Yacht sites in the World. The PKA has evolved to become a nation wide club, encouraging its members to take part in social Parakarting and racing throughout the year and promoting the sport at all levels

This handbook has been put together to assist you in getting all the information you need, so that you can get the most from your Parakart Association membership.

We hope you will enjoy Parakarting with friends in safety, taking advantage of all the activities on offer, such as racing in the National or Club Series and maybe qualifying to represent the UK in the European & World Championships or meeting up with other PKA members at the regular club meetings around the country or perhaps travelling to other countries to race or just kart. Whatever you get from your membership, please remember to have fun and enjoy yourself!!

The PKA offers beginner to pilot training and development run by accredited trainers, have-a-go days and social meetings at many venues & events around the UK. We organise a National Race Series of two & three day meetings providing entry qualification for the European Championships each year. We also hold other races, events and club meets throughout the year.

CONTENTS

THE CODE OF PRACTICE The key to safe and fun sailing on busy sites.

PKA CLASS 8 RACING RULES. In racing clear and simple rules are a must for safe and fair competition. These rules are unified across Europe under the umbrella of the Federation of Sand and Land yachts (FISLY).

PKA NATIONAL & CLUB SERIES. The serious end of the PKA's race formats.

CLUB MEETINGS.

Other competition formats:

"KILLER SLALOM". Quick and easy to set up and run, "Killer" is an ideal impromptu race format set in a figure of eight. Should you hear four horns at a PKA meet you will know what's about to happen, won't you?

"THE GRAVY BOWL". This is a two-hour flat triangle speed enduro. It is a Championship in it's own right which requires very specific conditions to run successfully. With the inclusion of this race format into the PKA Handbook it gives the Race Officer the ability to hold the "Gravy" at short notice at any PKA race meet. So if you hear three horns at a PKA Race meet the "Gravy" will be starting in 15 minutes.

GLOSSARY OF TERMS

INSURANCE AND SITE ACCESS

LICENCES AND TRAINING.

PKA NATIONAL SERIES RACE SITES

INTRODUCTION TO THE PKA'S ELECTED EXECUTIVE COMMITTEE.

THE PKA CONSTITUTION

The Code of Practice

Only Parakart on open sites, where permission for use has been granted.

Always follow the environmental code and observe CAA height restrictions.

Wear suitable protective clothing - a safety helmet is to be worn at all times.

Do not use Kevlar lines.

Do not overfly pedestrians or animals with your kites.

Never use captive harness systems.

Parakart to kite or pilot to Parakart tethering is not permitted.

All craft approaching each other "head on" must veer to their right to leave sufficient space between them; Parakart, Land yacht or Speed sail.

Priority is always given to any craft on the right, Parakart, Land yacht or Speed sail.

Always look before you gybe/tack.

CLASS 8 FLAG: white trapezium with red diagonal across it, indicates racing in progress, keep clear.

Unified Parakart Race rules

Approved by F.I.S.L.Y. 18th September 1999

CLASS 8 PARAKART SPECIFICATIONS

1. PARAKART (Generalities)

1.a) Definition

The parakart is a vehicle with at least two wheels powered by a kite. The kite is controlled by the pilot, but it's not fixed to the parakart.

1.b) The Pilot

The pilot must be sitting or lying on the parakart steering it. The pilot must not be enclosed by the structure of the parakart and must not in any way be fastened to it. Foot straps are allowed on the foot pegs, but they must be flexible and not made of metal. The stoppers on the foot peg must be rounded with no sharp corners.

1.c) The Brake

The brake system for the parakart must be a wind brake, by use of the kite only.

2. DIMENSIONS

2.a) Length

Max of 3.5 meters long, all included

2.b) Width

Max of 3 meters large, all included

2.c) Wheels

The wheels cannot be bigger than 26 inches diameter, including the inflation to 2 bars. There are no restrictions to the width of the pneumatic tyre. Open spoke wheels of any kind must be shielded with hard material on both inside and out, for safety.

2.d) Steering

There are no limits to the angle of turn on the headstock.

2.e) Weights

Adding weights to the parakart is allowed. The maximum add-on weight allowed is 20 kilograms. The added on weight must be of a rounded shape without sharp corners. The added-on weights must be securely fixed while the parakart is in motion. No additional weights are allowed on the pilot

3. KITES AND LINES

3 a) Lines Definition

Fly lines are those lines that connect the handles to the bridle system of the kite

3 b) Connection

The fly lines must be directly connected to the handles and the kites with nothing between.

3 c) Line Length

The line length is measured between the handles and the back of the last kite. The maximum length allowed is 50 meters.

3.d) Material

Flying lines must be of a dyneema or polyester material. Kevlar, metallic, or similar alternatives, are not allowed. Link lines of a max of 1 meter from the handles, of strong, thick line are allowed, but again this must not be made in kevlar, metallic or similar material.

4. PILOT EQUIPMENT

The harness system must be of an open type (for example: wind surf hook) or with a mechanical quick release system on it. Closed systems e.g. karabiners or back straps are not allowed.

All pilots must wear a helmet.

5. IDENTIFICATION NUMBERS

The Identification number of the pilot must be placed on both sides (of the sides) of the Parakart and in the centre of the rear of the Parakart. The identification numbers must be:

at least 14 cm high and 5 cm large, using a 2cm letter stripe width.

The lettering must be black set on a white background, preceded by the identification letter of the country of the pilot. For the UK this is K.

ANNEX 15: SPECIFICATIONS RULES FOR CLASS 8 PARAKARTS

In leisure practice only the rules from I.S.A.R.R. apply.

The rules below take precedence or compliment the I.S.A.R.R. rules only in competitive racing. (I.S.A.R.R. rules is the monster tome that covers all Land yacht, Parakart and Speed sail operation – for parakarts this bit means ‘Rules Of The Road’)

All the rules below are to be respected with a spirit of fair play and so, the pilots must at all times avoid collisions.

1. BEHAVIOR RULES IN RACING

1.1.Kite position

When crossing, overtaking or passing the upwind pilot must raise their kite, the down wind pilot must lower their kite. The over-taker must show consideration to the over-taken.

1.2. Re-launching kites

The taking off or landing of kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden.

Once the kite is at the top of the ‘window’ with the pilot out of their parakart, they have “air” priority and must be considered like an obstacle. Once seated on the parakart, normal priority rules apply.

When the pilot’s kites and lines are on the ground they are considered obstacles, for which reason help from outside is permitted. Other pilots must avoid these as obstacles, unless directed through by the ‘downed’ pilot or a marshal.

Pilots may launch their kites only when this will not cause an obstruction to others pilots.

1.3. Gybe / Tack

Gybing and tacking pilots have responsibility in the event of an obstruction to the other pilots whether with priority or not. The turning pilot has to look to the other pilots and shout ‘Gybe’ or ‘Tack ’ so that the other pilots know what they are about to do.

1.4. Downwind Priority

The Race Officer can authorise downwind priority for the race. They will indicate during the briefing when and where this rule is to be applied.

1.5. Danger Signal

An orange fluo flag warns of danger, all pilots must be careful and slow their speed and if necessary **stop**.

1.6. Changing equipment (kites, lines and parakarts etc.) during races

Pilots may change equipment (parakart, kite and lines etc) only in the designated 'technical area' or out of the race circuit, in any case this operation must not be an obstacle or obstruct other pilots. The exchange of equipment (kites lines, parakarts, harness etc..) between pilots during a race is forbidden.

1.7 Opposing Priority

Opposing pilots must move to the right.

1.8 General Priority

When converging the pilot on the right has priority. This does not apply when the Race Officer has given priority to pilots on the run.

2) GENERALITIES AND CIRCUIT RULES

2.1. Circuit rules

2.1.1. Technical Zone

The 'technical zone' is a restricted area established by the Race Officer, where all race pilots must put their equipment (kites, Parakarts, bags etc.) This area may also be used for preparations and repairs during the races. This area must be located at a safe distance from the circuit and the public, but connected to the race circuit. All pilots must use this area with respect to all the other pilot's usage. The Race Officer shall enforce the respect of this rule.

2.1.2. Markers

The turning marks should be single markers, but the Race Officer could decide to use, for reason of safety, the Orange Zone at certain turning marks. The shape of the Orange Zone for class 8 is a semicircle attached to a rectangle with the short side as long as the radius of the semicircle and the longer side fixed by the Race Officer according to safety.

The limit markers of the Orange Zone (only ever used at the discretion of the Race Officer) are the following:

- a) **Inner Marker (IM):** This point marked with an orange flag, lies on the axis of the course at a distance from the Turning Marker (TM) decided by the Race Officer, but the minimal length is 20 meters.

- b) **Excentered Marker 2 (EM2):** An orange flag marks EM2. This point lies on the line perpendicular to the orange line, passing through the Turning Marker TM and at a distance, on the side where the turn must be approached from. To be decided by the Race Officer according to safety.
- c) **Excentered Marker 1 (EM1):** An orange flag marks EM1. This point lies on the parallel to the orange line running through EM2 at a distance from IM to be decided by the Race Officer according to safety.
- d) **Outer Markers (OM):** OM are marked with orange flags and lie on the perimeter of the semicircle of which the radius is equal to the line measured between the TM and EM2
- e) **The orange Line:** is the line running between IM and TM. It is marked by orange and blue pennants or orange cones. This line must not be crossed

2.1.3. Markers on the circuit.

It's forbidden to run over flags or any kind of marker with parakart, lines or kites.

2.1.4. Finish line

The finish line is clearly identified by two markers one of which is usually one of the marks of the circuit. The Race Officer or Marshal position is on/at the finish line, with the finish flag.

Usually the start and finish line are in the same place, but the Race Officer may decide on a different position.

2.2. CIRCUITS & RACES

2.2.1 Type of Races and time racing

All races will be timed when they are on a closed circuit. In the case of a closed circuit the minimum time is 20 minutes and the maximum is 40 minutes for a triangle type course. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. During a one day session the total maximum racing time is 4 hours. Before the start of the races, the Race Officer will announce the time of each race.

2.2.2. Type of Circuit.

The circuit must have at least two turning marks and the Race Officer must design the most technical and challenging circuit possible with respect to the pilots skill and spectator safety. The ideal circuit has 3 turning marks, with at least one leg upwind incorporating tacking/gybing and one leg directly down wind.

2.3. PROCEDURES AND GENERALITIES

2.3.1. Class 8 Flag

Class 8: white trapezium with red cross inside.

2 3 2 Advertising.

Advertising is allowed on all kite surfaces.

2.3.3. Decision to race.

The Race Officer remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

2.3.4. Protest Procedure.

Protests must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who wants to protest must warn the Race Officer verbally immediately after the end of the race concerned. Any pilot presenting a protest must pay a deposit of 20ECU to the Jury, which will be returned if the result is in the pilot's favour.

Marshals can record and present protests to the Race Officer at the end of each race.

ANNEXE 13: REGULATIONS FOR START

1. THE FLYING START

A. GENERAL

a.1 Definition

The flying start is the preferred starting method for class 8 Parakarts. Parakarts must be moving before the start.

a.2. Briefing

The Race Officer will hold a briefing before the races, signalling with a green briefing flag and a prolonged sound signal. All the pilots must be present at these briefings.

A.3. FUNDAMENTAL RULES

The Class 8 rules apply from the moment the warning signal is given. Only the visual signal has validity.

B.3. CONDUCT OF THE RACE

b.3 a. Signals

The Race Officer or Marshal standing in a visible position gives the start signals. An audible signal may accompany it, but solely the visual signal is valid.

b.3.b. The Warning Signal

The warning signal is given at the end of the briefing, 15 minutes before the start of the race. The briefing flag is lowered.

b.3.c. The 5 Minute Signal

At five minutes to the start of the race, the Race Officer sounds the air horn and shouts the time.

After the 5 minute signal, pilots may not cross the start line. If the line is crossed, the pilot must return to the back of the fleet, down wind and around the extremity of the start line marker. The returning pilot must move to the back of the fleet without causing any obstruction to other pilots. This pilot also has no right of way until they pass the line correctly.

b.3.d. The 1 minute signal

At 1 minute the Race Officer sounds the air horn and shouts the time.

b.3.e. The Preparatory Signal

The preparatory signal is given 10 seconds before the Start. The red flag is raised and the Race Officer shouts or whistles the count down.

b.3.f. The Start Signal

The starting signal is given 15 minutes after the warning signal. The red flag is lowered.

C. THE FLYING START WITH ONE LINE

C.1. ORGANISATION

c.1.a Start Line

The start line is one straight line determined by two marks at either end.

c.1.b Length and Safety

The length of the start line must be long enough to allow all competitors to start safely.

C.2. LOCATION OF THE LINE

The start line must be positioned at about a 45-degree angle in respect to the direction of the wind. The parakarts must cross the start line in the up wind mark direction.

D. INFRINGEMENTS OF THE RULES

D.1. PENALTIES

Pilots are liable to penalties should they:

- push their parakart during the signals procedure
- infringe the I.S.A.R.R. (rules of the road)
- stop in front of the start line

D 2. DISQUALIFICATIONS

At the discretion of the Race Officer for serious infringement of the rules or behaviour.

D.3. PREMATURE DEPARTURE AND CORRECTION

When one part of a parakart crosses the line before the signal to cross is given, the parakart is considered as not having crossed the line. To start the parakart must return behind the line by the procedure described above. (b.3.c)

SCORING

RESULTS OF A RACE

For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through finishing line at the end of the race. To be scored a pilot has to complete at least one lap.

POINTS ALLOTTED PER RACE

Pilot's score: the first or leading pilot is credited with '0' points and the following pilots are award a number of points equal to their finishing position. When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.

Unclassified pilots : Disqualified, non-starter and pilots having completed less than one lap are credited with a number of points equal to the number of pilots registered in the race, plus one.

TOTAL POINTS IN AN EVENT

The total points of a pilot will be the sum of the points gained by the pilot in each race, after discarding the pilot's worst races. The number of discards is:

1 to 3 races = 0 discards
4 to 7 races = 1 discards
8 to 11 races = 2 discards
12 or more races = 3 discards

Any penalty points awarded are added to the total points to obtain the resulting points. The winner is the pilot who has the least points, and the other pilots are classed in order.

GENERAL CLASSIFICATION

The winner is the pilot who scores the least points - the second the least but one and so on.

Should two pilots be even, they will be separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. not discards). Should they still be equal they will stay equal in the final score.

PUBLICATION

After the last race of the day the results will be posted up at the club, mentioning the hour of publication. Pilots wishing to lodge a protest must do so within 1 hour of publication of the results.

INFRI NGEMENTS

PENALTIES

During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on. Infringements involving a collision and / or compromising the result are liable to double penalties or disqualification. The Sailing Master may impose penalties.

DISQUALIFICATION OR EXCLUSION FROM ONE RACE

On top of penalty points inflicted any pilot who disobeys the following will be disqualified or forbidden to start:

not having license, insurance or helmet
irresponsible sailing beyond your ability
carrying passengers
illegal start
yellow/blue flag “stop immediately” - not respected
red flag “no sailing” not respected
illegal equipment
not attending a pilots meeting
pushing your buggy into the wind
advertising in breach of regulations

BEHAVIOUR

The Jury and the Sailing Master are entitled to require decent behaviour from the pilots. Should pilots misbehave they may impose an immediate sanction on them, such as warning, exclusion from a race or competition or suspension. The decision must be justified in writing.

SUSPENSION

On receipt of a report by an organising body F.I.S.L.Y. can decide to ban a pilot from participating in one or several international competitions. The F.I.S.L.Y. decision must be justified in writing. F.I.S.L.Y. will inform the pilot's N.F and CA. National Federations also have the same power but must inform FISLY.

PROTEST TO THE JURY

DISPUTE

A competitor may raise a protest in writing.

PROCEDURE

Protest must be lodged with the Jury within 1 hour of the finish of the race concerned. For that the competitor must :
pay a deposit of 20 ECU or corresponding amount that shall be returned if the Jury finds in favour of the complainant.
fill in the appropriate form (annex 09) specifying the article or articles of the rules concerned.
the burden of the proof rests with the claimant.

JURY DECISION

No sanction may be taken before the pilot concerned has been summoned and informed so that the defence may be conducted. The decision of the Jury has to be taken the same day, justified in writing and posted up. Should a member of the Jury disagree with the decision he/she may request a second and final vote. The Jury decision must be based on specific articles of these rules and reached by a simple majority vote.

APPEAL TO F.I.S.L.Y.

A competitor who has lodged a complaint as described above and is not satisfied with the decisions may make an appeal to F.I.S.L.Y. on the following conditions :

pay a deposit of 20 ECU or a corresponding amount that will be returned if F.I.S.L.Y. admits the appeal to be correct.

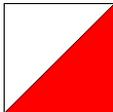
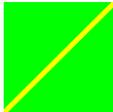
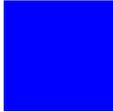
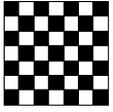
address the appeal in writing : to the F.I.S.L.Y. Secretary General at the latest within 8 days of his protest. In that case the President will see to it that a reply is given within two months of its receipt.

The decision of F.I.S.L.Y. is final.

Voids

Any race maybe called void by the Race Officer. The Race Officer may choice to do this on the grounds of safety, wind strength, weather conditions etc. Once a race is void it does not count against any register pilots score. If part of a Series or if conditions change to allow a race to be run at a later time, the Race Officer may choose to run a replacement race, but is not obliged to do so.

Flags

	Class (racing in progress)
	Danger Signal (orange zone) slow, stop if necessary
	Race Cancelled
	Pilots Briefing.
	Warning Signal Raised at the end of pilots briefing, 15minutes to the start of the race. Lowered at start
	Raised on the start line 5 minutes to the start of the race (start line closed)
	Raised for the leader after specified time (20-40mins) All other pilots finish as they complete their current lap.

PKA NATIONAL & CLUB SERIES

National Series.

This is the flagship race of the PKA. You must hold a National licence to take part in the Series.

The Series is run over three weekend events, throughout the first half of the year. The sites used for the races are; Pembrey, Hoylake and Lytham St. Annes.

The series consists of six races per weekend. EACH weekend is raced as an individual cup, with the cumulative points from each race giving pilots their overall position in the UK over the three events. You do not need to compete in the whole series and may enter for any one cup as you wish. To score in the series you must enter for all three races.

Class 8 rules and scoring applies to all National series events, with disclaimers and subsidiary rules as directed by the committee and AGM.

At the end of the Series, the top pilots (generally ten) form the British team to represent the UK in the European finals. The European finals move from country to country, being held once a year normally during October.

You may only participate in the National series if you are part of the National fleet, have competed in the National series in the past, or spent at least one session in the Club Class. The Race Officer may also apply their discretion to a pilot's inclusion in the National Series.

Club Class Series.

The Club Class was introduced to encourage new members to become involved with racing without the fear of mixing it with the top pilots. It enables pilots who are new to the sport to gain race experience with other pilots nearer to their skill level.

All new members to the PKA must first compete at Club Class level before progressing into the National level. The top three pilots in the Club Class move up into the National Series at the end of the season. Other Club pilots may move up at the discretion of the Race Officer. National pilots may chose to move down into the Club Class, but once they do so they must remain in this class for the remainder of the season.

Class 8 rules and scoring apply to the Club Class, with subsidiary rules and disclaimers as directed by the committee and AGM.

As with the National Series the Club Class is run over three weekends, with six races per weekend. The Club Class Series shares the same dates and venues as the National Series. Individual race cups and series scores are applied to the Club Class, in the same way as the National Series.

CLUB MEETINGS & EVENTS

The PKA is a national club without a specific club base. As such the PKA attempts to reflect this national status by holding races, club meetings and events across the country.

Scotland is now forming its own branch of the PKA, which the PKA fully supports.

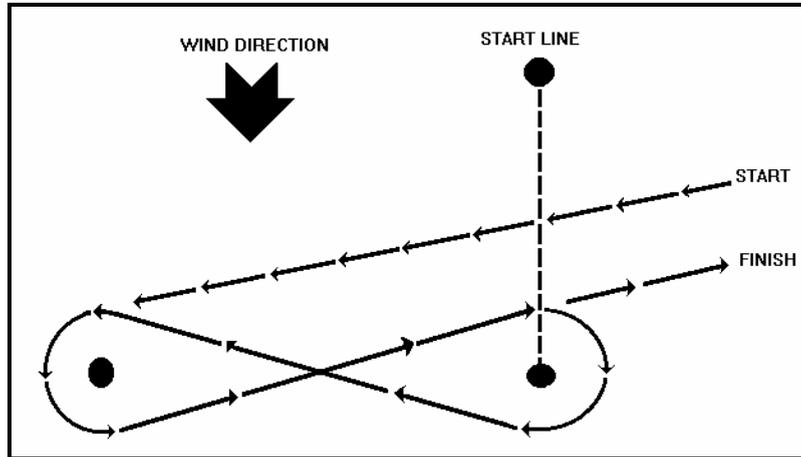
The PKA aims to support parakarting at all levels and recognises that everyone in the sport does not wish to race. To this end, the PKA committee attempts to devise a yearly calendar that incorporates social club meetings and other events and happenings that would be of interest to the membership at large. It is hoped that at least one event, race or club meet will take place each month, giving members an impressive package to select from.

Club meetings will give members the chance to get together, see new kit, learn some new techniques, practice racing, beach safari, speed trials and so on. This also gives new members the opportunity to see what the PKA is all about and to test for their club licences.

With the explosion of 'lifestyle' and 'adrenaline' sports the PKA is now taking parakarting into new arenas, with approaches to demonstrate the sport at a number of 'extreme' sports events. This provides opportunities for the membership and great fun. The PKA also attends a number of Kite Festivals throughout the year.

OTHER COMPETITION FORMATS

KILLER SLALOM



Slalom is one of the most exciting areas of our sport. Fast and furious, this event is not for the weak or faint-hearted! One of the problems of running a good slalom event is waiting around for your heat. With the “killer” our aim is to provide an event that is quick to set up and run at short notice, with no hanging around. It will provide a full on challenging race that will take the pilots to their limits and beyond!!

Running order and rules.

The wind conditions required should be around 20 mph with firm conditions. The course size will be determined by the number of entrants (i.e. the bigger the fleet the longer the course).

It will be announced by four short blasts of the air horn.

The start procedure will be the same as for all Class 8 racing. The first signal will be the 15-min horn.

The first Pilot to complete a lap is the “killer”. Whoever the killer overtakes is “killed”. Overtaking is defined as an overlap. An overlap is achieved when the front wheel of the over-taker, has passed the rear wheels of the overtaken Pilot. Whoever overtakes the killer becomes the new killer.

You are "killed" if:

1. You are overtaken by the killer.
2. You stop moving.
3. You fail to enter the course before the 1st lap is completed.
4. You incur a penalty.

The "killing" will continue until either:

1. No one has been killed for three laps.
2. There are only six Pilots left (or less for smaller fleets)

At this point as soon as the killer crosses the start line the race will start (announced by two horns). The killing will stop and scoring will begin. The race will be three laps. If there are any crashes the Pilots may continue to finish.

Schedule

Killed Pilots must immediately leave the course without impeding the other contestants.

Crashed Pilots must remove their kite and parakart straight away. The "undertakers" will remove the parakart if the Pilot is unable to remove it quickly.

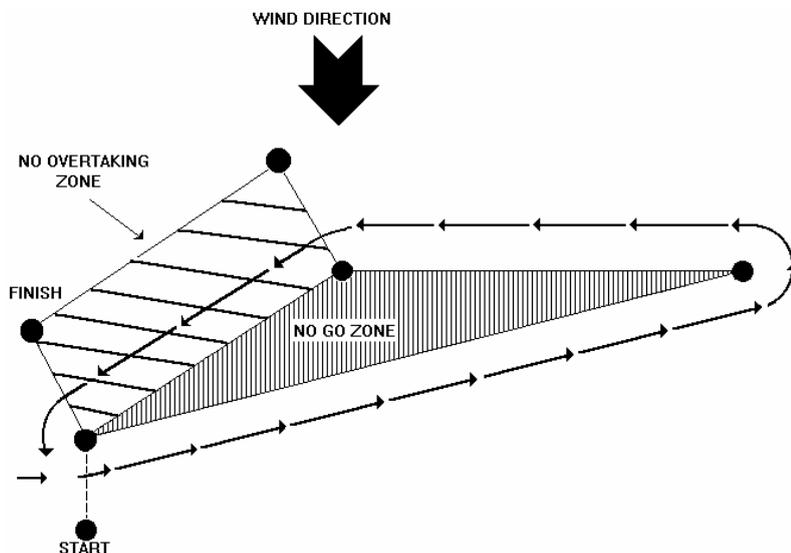
Class 8 overtaking rules must be observed at all times. Offenders will be classed as killed by the Marshals and must leave the course.

Scoring

Position equals points for the six finalists.

Killed Pilots score fleet total plus one.

"GRAVY"



A 2 HOUR ENDURO

The event will be announced by three horns.

This event requires very specific conditions. These are strong and steady winds, in excess of 20 mph on firm going. To win the "GRAVY BOWL" sponsored by the holder Mike Regan, his impressive bench mark total of, **29.84 miles** achieved in 67 laps, with an average speed of 14.92 mph will have to be surpassed.

The course must be between 685 to 915 mtrs.

The start will follow the normal signals and flags of a Series race.

The gate will close, once the leading Pilot completes the first lap. (The leeward mark at the start will then be removed).

Do not parakart in the no go zone.

Do not overtake in the no overtaking zone This is not a slalom event. Any pilot overtaking in this area will not be scored for that lap.

An ORANGE FLUO FLAG being waved at the finish mark means there is an obstruction. Slow down and do not overtake until clear of the obstruction.

A YELLOW FLAG being waved at the finish mark means the race has been scrubbed.

A long single horn marks the end of the enduro. (Pilots are advised to carry a watch!)

PKA race rules apply. Upheld protests will lose you a lap.

With such specific conditions required and a course that has to be laid perfectly for GRAVY to work, the registered pilots should be aware that time will be of the essence. There will be no time for debate. Once the decision is made to go. We go!! . All participants should be aware that this is a power enduro where emphasis is placed on safety.

Glossary.

Beat. Beating the wind by sailing UPWIND.

Edge. As far into the wind as the kite will fly.

Gybe. DOWNWIND turn.

Head Up. To alter course UPWIND.

Luffing. Parakarting too close to the wind.

Port. Left

Reach. Parakarting across the wind

Run. Parakarting directly DOWNWIND.

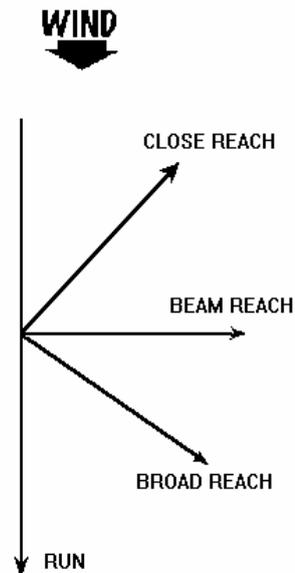
Tack. Upwind Turn

Starboard. Right

Top turn The parakart is turned (gybed) by upward turning the kite 180 degrees. A safe basic gybe.

Bottom turn The parakart is turned by downward turning the kite through 180 degrees. A powerful gybe and necessary to allow a number of closely matched pilots to turn a mark. Remember "in high and out low" - and so providing "air" for the next Pilot.

Flat turn The parakart is turned by reversing the kite, sometimes to the ground then re-launching in the opposite direction. An explosive, skilful gybe that avoids high following kites. Use with caution and after a lot of practice!



Insurance and sites

PKA insurance gives you £2 million Liability cover against injury or damage to other person(s) or property. It does not cover you or your kit. Cover is only valid on approved Land Yacht / Parakart sites, worldwide. Racing requires either a "club" licence or a "National" licence. (This is to permit safe skilful racing and reduce the likelihood of insurance claims!). **Get your local site approved.** Getting a site approved is simply a matter of obtaining written permission from the land owners, then getting the appointed committee member to come and have a look. A list of approved sites is available from the PKA Secretary.

Licences and Training

The PKA tries to keep all this to minimum, but it is necessary for personal safety and that of others. It is also a pre-requisite of being affiliated to FISLY / BSLYC. It also makes racing more fun when you have the knowledge that when you travelling at 45 mph and meeting another Pilot head on everyone knows what to do and which way to go!

This section covers training and PKA / BSLYC Licences required to race at Club, National and International level in the UK and abroad.

The PKA has several qualified instructors to assist you in gaining the relevant qualifications. A PKA instructor is a volunteer who is willing to spend time with you, but may ask you to assist their expenses for travelling etc. You could also use the commercial organisations who have PKA qualified instructors. They will charge a fee to train you to level 1 or 2.

The 2 levels of practical competence you need are:-

- Level 1 - Very basic wind knowledge, background to the sport, safety, flying and controlling the kites and simple reaching, gybing and stopping.
- Level 2 – Better control, wider range of turns, beating and running. Introduction to the race formats and rules. In preparation for the pilots licence.

A Pilot needs to have demonstrated skill at both levels to gain a "Club" licence. This permits racing at "Club" level. It effectively shows a **practical** grasp of Parakart/kite control. The club licence can be gained at club meetings or via one of the training schools. Once a club licence has been held for a period of time, during which the Pilot has gained more experience, raced in the 'club' series AND demonstrated an understanding of the racing rules a "National" licence can be gained. This effectively shows a grasp of sailing **theory**. Lastly an "International Licence" can be obtained after gaining experience and demonstrating high level of proficiency at National race level, normally by placing in the top section of the National Fleet.

As a Club Pilot: You will need to demonstrate knowledge in the theory and practice of the following;

Safety i.e. personal protection, public safety, insurance, sites, wind and kite selection

The "wind window", kite and power control.

Understanding of the Class 8 race rules

Parakart control with kite

The ability to complete a set course, in all wind directions

Set-up and care of Parakart & kite equipment

The "rules of the road." (safety when Parakarting on a busy beach!)

As a National Pilot: You will need to demonstrate that your skill level and understanding of racing has improved as follows:

Greater control and skill level in the parakart

At least one seasons worth of experience racing in the 'Club' class.

All of the above requirements, as for club pilot

As an International Pilot: At this point you will have gained experience racing in the National Fleet.

International licences are automatically issued to pilots who qualify for the British team.

All other International licences are issued on the discretion of the National Trainer.

Club and National licences may be approved by any PKA qualified instructor. All applications for licences must then be forwarded to National Trainer. All International licences must be approved by the National Trainer.

PKA National Series Race Sites:

In this section you can find the directions for our three main race sites which are used for the National Series:

Pembrey, South Wales. ("Cefn Sidan" Nr.Carmarthen),

Hoylake, The Wirral. (Nr. Liverpool)

St Annes, (Nr. Blackpool)

Pembrey, South Wales.

Directions- M4 west to junction 48, turn left and follow A4138 to Llanelli, drive straight through to / join A484 to Bury Port, follow the Pembrey Park / Motor Sports Centre signs. Drive straight through Bury Port and continue until you see a signpost for Pembrey Park. Turn left and follow a narrow road over a railway bridge for approx. 3/4 of a mile. There is an entrance fee to the park. It's a bit of a maze, but keep following the road as straight as possible until you reach the car parks.

The beach is a little further, but you must walk with your kit. The beach is hard and fast and usually very flat. As you go onto the beach, looking to your left is a Bird Sanctuary and as such a "no go zone", so please do not use this at anytime. Please walk up the beach to avoid the tourists who only congregate close to the facilities. You may Parakart then unrestricted for about 3 miles until you reach the Range Marker. However if the red flag is flying – so are the RAF and they will stop you at the Range marker. (If you are not sure please ask the Park Wardens). The MOD usually allows access to the remainder of the beach in the evenings (after 17.00 hrs) and at the weekends.

There is a shop and toilets around the car park and a cafe by the entrance of the park. There are other facilities in the park including a campsites and ski slope/centre.

Hoylake, The Wirral.

Directions- M6 / M56 Jct 9 follow the M56 until you come to Jct 15, turn right onto M53. Follow M53 to Jct 2, turn left on M53. Follow to the end of the motorway towards Moreton, turn right on the A51. Follow the A51 towards Moreton, turn left onto the A553, head towards Hoylake. As you enter Hoylake turn right towards the sea front, travel along the sea front keeping a look out for the Land Yacht Club.

The beach is huge but you cannot take your car onto it. You may park on the road side and walk with your kit out to the beach. It is quite often muddy to start off with, so its best to keep walking until you reach firmer sand.

The site has very little in the way of camping, apart from limited camping in the Land Yacht Club during events. There are B&Bs and Hotels and the shops are not very far away.

St Annes, Nr Blackpool.

Directions- M6 Jct 15 join the M5 to the end of the motorway Jct 4. Turn right on the A583 and follow the road. Bear left to join the A5073. Follow the road to the end, turn left parallel with sea. Continue down the A5073 past Blackpool Airport, past the Holiday Camp (Butlins)? As you come to St Annes, a set of traffic lights, look for the Land Yacht Club sign on the right. Turn right down a small sandy lane to club.

You may park in the club car park, **Do Not** take your car on the beach. Please do not go north towards Blackpool, or you enter Blackpool Airport's main flight path. Also if you head down towards St Annes, towards the pier keep a look out for the large metal mushrooms in the sand!! These mark the local kite club's flying area. Keep out of this area thank you. Outside these restrictions you may go out as far as you want.

You can camp at the club with their permission and there are B & Bs, hotels and shops in St Annes. The clubhouse has a toilets and shower.

PKA Membership.

The PKA offers membership packages designed to suit everyone. There are two types: Full and Family. Most people are Full Members. All membership expires at the end of the year. For new members wishing to join part way through the year the fees are less (see below).

Full Membership.

Full Members get Public Liability Insurance on PKA/BSLYC/FISLY sites, newsletters and updates, race insurance, a handbook, attendance and vote at AGM and can stand as a committee member. Membership of any BSLYC club provides some of these benefits and as such Full members of BSLYC can pay an extra annual payment, for all the additional PKA benefits.

Family membership.

Aimed at two adults with children. Family membership offers all the benefits of full membership with one one family member Parakarting. Other family Parakarting members may be added for an additional cost.

Race fees.

The fees are set annually by the Treasurer & the Committee. To qualify for the National Series you must have a licence, have paid for all 3 events (either with 1 payment or 3) before the end of the Series and you must not have entered any other country's National Series. Because not all members race, competitions are expected to be "self financing". Fees are used to pay event costs, clubhouse charges, marshal's expenses, trophies etc.

Who does what in the PKA Executive:

Chair.

Is the PKA spokesperson, organises the race meets and gets to use a little hammer, to keep order at the AGM's, EOM's and Committee meetings.

Secretary.

Organises and composes the mail shots working closely with the chairman to give you all the information about race meets, socials, hot news and race results. He / she also takes the minutes at AGM's, EOM's and Committee meetings.

Treasurer.

Treasurer gets to look after the little money the PKA has, as we are a non-profit making association. He / she calculates membership Fees, works out race costs and chases you up when you haven't paid! He / she will present the accounts at the end of the year for the membership to see, and if sponsors wish to inspect.

Race Officer.

Has the unenviable task of setting an exciting race course, ensuring there are enough Marshals and keeping score of your race position. He / she is also responsible for obtaining permission for use of the site and ensuring there's a first aider on site.

Publicity Officer.

Liases with the media, magazines, newspapers etc. pre and post events. Ensures race reports are produced for the specialist magazines who cover our sport and for our own newsletter. Plans marketing strategy with the committee and utilises publicity opportunities. Acts as publicity P.A. at PKA events.

National Trainer.

Has to oversee all aspects of training and is responsible for the preparation of pilots for Licence and Instructor testing. He or she will also speak on Euro matters for the PKA.

National Instructors.

The National Instructor(s) are responsible for the training and testing of pilots wishing to Instruct.

Honorary Members.

Honorary Member(s) are respected, experienced PKA Members and attend and vote at the committee meetings on behalf of the members. They also ensure that the committee acts in the best interest of the members.

Marshals.

These guys and girls are the ones that stand out on their own, in all weathers (including Race Officer), assisting the Race Officer in the running of Events and Competitions.

Co-opted Members.

These people may become permanent members of the committee to fulfil new roles as they emerge. They may also be short-term members to undertake a specific task.

The above jobs can be extremely demanding and are carried out that individuals best ability on a PART TIME UNPAID BASIS!! So please help whenever possible and please do not forget they are all volunteers.

PKA Constitution

1. Name & Logo

The name Parakart Association and its logo shall be the reference and property of the Association.

2. Address

The Secretary shall be the mailing centre, lodged with The British Federation of Sand and Land Yacht Clubs (B.F.S.L.Y.) and The International Federation of Sand and Land Yachts (F.I.S.L.Y)

3. Status

The Association is affiliated with B.F.S.L.Y and F.I.S.L.Y and shall consist of members in rule 5.

4. Aims & Objects

- 4.1 To establish a single body for the development and promotion of Parakarting in the United Kingdom and World-wide.
- 4.2 To develop a structure containing training/competencies in Parakarting, to lead to licensing and grading.
- 4.3 To run a race programme encompassing a National Series, Event Cups and lead onto International Competition.
- 4.4 To develop and designate access to sites both new and redundant.

5. Eligibility & Terms of Membership

- 5.1 Any individual may request membership under the four categories Full, Day, Family, or Landyacht Plus.

5.1.1 Full

A full member will receive; a membership card, a copy of the Constitution and Handbook, newsletters, eligibility to race, attend committee meetings as an observer, attend the Annual General Meeting, vote at the Annual General Meeting and be able to stand for a committee position. To have Public Liability insurance on PKA / BFLSY / FISLY sites.

5.1.2 Day

A day member has the ability to Parakart at an event with the cover of insurance. Only full members are eligible to race in National & Club series.

5.1.3 Family

This is intended for two adults and children, where all are classed as full members, one with the ability to race, additional competitors will pay extra.

5.1.4 Land yacht Plus

This is intended for members of BFSLY who wish to have a PKA number and receive PKA mail shots .

5.2 Membership shall run from the 1st January each year.

5.3 The committee shall have the power to terminate or suspend membership of any members or visitors whom it considers guilty of breach of club rules or of misconduct or of offensive behaviour to any other member or visitor.

5.4 The committee has the right to refuse membership renewal.

5.5 No refunds of membership are available.

6. Terms of Subscription & Year

6.1 The financial year for the Association will be from the **1st September** each year, unless otherwise determined by the members present and voting at the Annual General Meeting.

6.2 The amount of subscription shall be determined by the committee for implementation in the following financial year.

6.3 The annual subscription shall be payable in advance and run from the **1st January**.

6.4 If subscriptions are not renewed at the start of the year, membership will cease. A member will be readmitted on payment of current fees.

7. The Committee

The committee shall consist of a chairperson and at least five voting officers with one non-voting officer as follows:

Voting - Chairperson, Secretary, Treasurer, Race Officer, Honorary member(s) and National Trainer.

Non-Voting - National Instructor(s).

8. Duties of the Committee

- 8.1 The general management of the Association shall be vested in the committee.
- 8.2 The committee shall meet as often as practical to discuss Association matters and correspondence.
- 8.3 The committee shall have the power to appoint sub-committees and co-opt members at its discretion.
- 8.4 The Committee shall have the power to make any changes/modifications to the rules and handbook with a view to ensuring the smooth running of the Association, events and racing.

9. Duties of Officers

- 9.1 **Chairperson** - The Chairperson will chair the Committee and the Annual General Meeting and perform duties for furthering the aims and objects of the Association as may from time to time be determined.
- 9.2 **Treasurer** - The Treasurer shall keep the accounts of the Association and shall prepare the annual statement of accounts and balance sheet which after the audit will be circulated amongst the members at the Annual General Meetings. He/she must provide a financial statement of the Association when called upon to do so and warn club officers of any concerns.
- 9.3 **Secretary** - The Secretary shall conduct the correspondence of the Association and have custody of all documents belonging to the Association. He/she shall keep full and correct minutes of all meetings. He/she will also be responsible for seeing that all members applications are processed, and enquiries regarding the Association & membership answered. He/She will maintain full records of the members, general circulars and notifications to members.
- 9.4 **Race Officer** - The Race Officer shall set the course at events and appoint marshals as necessary.
- 9.5 **Honorary Member** - The Honorary Member(s) shall attend and vote at committee meetings on behalf on the members. Also to ensure that the committee acts in the best interest of the members.
- 9.6 **National Trainer** - The National Trainer shall be responsible for the preparation of pilots for Licence and Instructor Testing. Also the designation and inspection of sites and liaising on Euro race matters for the PKA.
- 9.7 **National Instructor** - The National Instructor(s) will be responsible for the testing of pilots for licensing and instructing.

10. Election of Officers

- 10.1 All officers shall be elected at the Annual General Meeting.
- 10.2 Each candidate shall be proposed and seconded by two members and in the case of an uncontested position there shall be no vote.
- 10.3 The committee shall have the power to fill vacancies occurring during the year pending the next Annual General Meeting.

11. Meetings

11.1 The Annual General Meeting

- 11.1.1 The AGM of the Association will be held in August/September each year, the start of the PKA year.
- 11.1.2 To receive a report from each committee member, accounts for the year and estimates for the ensuing year.
- 11.1.3 To confirm the election of the committee. Therein demonstrating support or otherwise for decisions taken over the year.
- 11.1.4 To decide on any resolution which may be duly submitted to the meeting.
- 11.1.5 To determine the Association subscription.
- 11.1.6 To consider and if approved, sanction and duly make alteration to the rules, insurance and conditions.
- 11.2 Notice of the Annual General Meeting

Members should be notified as soon as practical of the date of the AGM.

11.3 Resolutions

- 11.3.1 Any member desirous of moving any resolution at the AGM should give notice thereof in writing to the Secretary up to a week before the announced AGM.

11.3.2 Any resolution passed must have a majority of those members present.

11.4 Voting

11.4.1 The Chairperson shall have the casting vote in the case of a tie.

11.4.2 Election of the committee shall be carried out on voting forms.

11.4.3 If there is a need for a vote to be taken at the Annual General Meeting this shall be done by a show of hands of the members present, and the result standing.

11.5 Committee Meetings

11.5.1 These shall be called from time to time at a frequency of no less than 2 per year.

11.5.2 Any member wishing to receive notification of the meetings must lodge their request with the Secretary. Notification will be sent out 14 days prior to the meeting.

11.5.3 Any member may attend in the capacity of spectator.

11.5.4 Any member may propose a resolution in writing at least 7 days prior to the meeting to the Secretary. Then at the meeting present their proposal for consideration by the committee on behalf of the members.

12. General Procedures

12.1 Any service of notice shall be by **1st** class post to the last known address of the member and deemed to have been received on the **2nd** day after posting.

12.2 All cheques drawn on behalf of the Association shall be signed by two officers of the committee.

12.3 The assets of the Association are held by the officers of the Association as trustees.

12.4 The Association may be dissolved whenever a resolution to Dissolve has been passed by a simple majority of 3/4 of the members who are present and a vote at a General meeting especially called for the purpose, which 21 days clear notice specifying the purpose has been duly given. The dissolution shall be carried out by the committee who shall have the power to dispose of any assets held by or on behalf of the Association and any assets remaining after payment of its debts and liabilities shall be paid to a charitable institution or institutes nominated by the committee.

