



# AGM AND ANNUAL CONFERENCE AGENDA

2005

Venue: The Hotel Grand Chancellor - Adelaide,  
South Australia

Date: 26<sup>th</sup> – 28<sup>th</sup> AUGUST 2005

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**Australian Karting Association Inc**  
2005 ANNUAL GENERAL MEETING  
The Grand Chancellor Hotel – Adelaide, South Australia  
**Friday 26<sup>th</sup> August 2005 @ 7pm.**

**AGM 1      Order of Business**

The President of the SA Karting Association Mr Ian Mooney to welcome Delegates, AKA Executive & Officers and Observers.

- 1 Opening remarks by Chairman.
- 2 Apologies
- 3 Minute procedure
- 4 Accept previous annual meeting minutes.
- 5 Business arising from minutes
- 6 Correspondence to AGM
- 7 Business arising from correspondence to AGM

**AGM 2**

**Reports**

8. 1 National President's Report
- 2 Auditor's Report at 30th June 2005
- 3 Financial Report as at 30th June 2005
- 4 Executive Member National Events Report
- 5 Executive Member Technology Report

**Other Reports**

9. 1 National Technical Coordinator's Report
  - 2 National Officials Coordinator's Report
  3. National Track Safety Coordinator Report
  4. CIK Delegate Report
  5. IKC Chairman Report
  6. 2005 National Championships Report
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10. Chairman's closing remarks
  11. Declare positions vacant.
  12. Appointment of 2 Scrutineers

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**AGM 3                      Election of AKA Officers (refer rule 10A a (ii) if applicable)**

➤ Table of Nominations:

<b>Positions</b>	<b>Nominee</b>	<b>Nominated by</b>
<b>AKA SECRETARIAT- Rule R10</b>		
Executive Member Technology	Brian Farley Garry Sharp Ralph van Doorn John McCleverty	NSW, SA VIC, TAS, WA QLD QLD
Executive Member National Events	Pam Arnett  Ralph van Doorn	VIC, SA, WA  NSW
<b>OTHER ELECTED OFFICERS – Rule R10</b>		
National Technical Coordinator	Garry Sharp Brian Farley Kevin McKinnon	SA NSW VIC, TAS, WA
National Officials Coordinator	Sylvia Stania	VIC, SA
National Track Safety Coordinator	Mick Stott Tom Kenneally	SA QLD
National Publicity Officer	Russell Grimson	NSW
National Medical Officer		
<b>IKC</b>		
<b>2 IKC Members</b> (Rules A16.1 (a)(b) & R10A(a)(i))	Chris Robinson Craig Denton John McCleverty	SA, QLD SA QLD
<b>CIK Technical Officer</b> (Rules A16.1(a)(b) & R10A(a)(i))	John McCleverty	QLD
<b>CIK Series Coordinator</b> – Rules A16.1(a)(b) & R10A(a)(i)	Chris Robinson	SA
<b>CIK Delegate</b> (Rules A12, A16.1 (b) & R10A(a)(i))	John McCleverty Craig Denton Gary Light Ralph van Doorn	QLD, SA WA NSW
<b>LIFE MEMBER/S</b>		

**AGM 4                      Appointment of Auditor**

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The Secretariat recommends the appointment of Berger Piepers Chartered Accountants of Penrith.

Business:

### **SPECIAL RESOLUTIONS**

**AGM 5** It is resolved that the Association takes all necessary steps to change its registration as an incorporated association under the Associations Incorporation Act (Vic) 1981 and migrate to become a company limited by guarantee incorporated under the Corporations Act (Commonwealth) 2001.

**MOVED: TAS**  
**SECOND: VIC**

(NOTE: this resolution is proposed as a special resolution.)

**AGM 6** It is resolved that the Association endorses the form of the proposed constitution attached to the notice of this meeting as the form of Constitution to be adopted by the company limited by guarantee into which the Association intends to migrate at the inaugural general meeting of the said company.

**MOVED: TAS**  
**SECOND: VIC**

**EXPOSURE DRAFT #5 – 14 June, 2005**

**CONSTITUTION**  
**OF THE**  
**AUSTRALIAN KARTING ASSOCIATION LTD**  
**(‘AKA’)**

<b>VISION MISSION STATEMENT</b>
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- AKA will promote the sport of karting by following corporate government practises, resulting in a safe, well controlled racing environment.
- ~~All office bearers will be required to meet a prescribed level of qualification experience before being appointed to such roles.~~
- AKA will openly engage, manage and be representative of most facets/forms of karting, including the involvement of the karting industry in Australia, inter-action with CAMS, FIA and associated forms of karting.

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- AKA will promote karting as a family oriented, fun, relatively inexpensive and safe form of motor sport.
  - Encourage international karting competition with an emphasis on becoming the hub for the Asia/Pacific region.

Vision Statement: "To promote, protect, administer and develop the sport of karting for all participants".

## STATEMENT OF PURPOSES

The objects and purposes of the AKA are:-

- (a) to promote and protect the sport of Kart Racing;
- (b) to promote excellence and just and honourable practices in the sport and to suppress malpractice;
- (c) to do all such acts which, in the opinion of the AKA are for the general benefit of members or of Karting;
- (d) to ensure that all motor sport in Australia is carried out in a manner which secures and enhances the safety of participants, officials, spectators and the public and which allows the sport to be competitive and fair;
- (e) to develop, implement and vigilantly monitor a strategic plan, to ensure the best possible and safe outcome from karting of all stakeholders;
- (f) promote and be engaged in road safety and road education and the value of karting in developing road skills;
- (g) formulate or adopt and implement appropriate policies, including in relation to harassment, equal opportunity, privacy, equity, drugs in sport, health, safety, infectious diseases and such other matters as arise from time to time as issues to be addressed in motor sport.

## RULES

### R1 Name & Incorporation

- 1.1 The name of the incorporated entity is the Australian Karting Association ("the AKA").
- 1.2 The AKA will be incorporated as a company limited by guarantee pursuant to section 112 of the Corporations Act, 2001. As such, members joining the AKA will be required to provide a guarantee of \$20 and provide such sum as security to the AKA when they next pay their AKA affiliated club's membership subscription fee to be held in a separate guarantee account by the AKA while the member remains a member and subject to rule 5.2 below.

### R2 Membership

- 2.1 The membership of the AKA consists of the following classes of members:-
  - (a) ordinary members;

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- (b) provisional members;
  - (c) associate members;
  - (d) life members;
  - (e) honorary members;
  - (f) temporary members.
- 2.2 Ordinary members are all financial members of ~~clubs affiliated with the associate members affiliated clubs~~, be they individuals or corporations. The number of ordinary members is unlimited. Ordinary members have the rights to vote, be given notice of a General Meeting or be heard at a General Meeting. However, in the case of individuals, ordinary members must be at least 16 years of age and be the holders of a senior karting licence in order to vote at a General Meeting.
- 2.3 Provisional members are financial members of affiliated clubs but who do not hold a senior karting licence (including junior licence holders). The number of provisional members is unlimited. Provisional members have no right to vote, but may be given notice of a general meeting or be heard at a general meeting.
- 2.4 Associate members are the state and territory associations who have no voting rights, but must be given notice of a General Meeting and be heard at a General Meeting.
- 2.5 Life members who are appointed by ordinary resolution at an ~~elected under R2A. Life members have no rights to vote, be given notice of a General Meeting or debate or be heard at a General Meeting. The~~ Annual General Meeting on the recommendation of the Board ~~may elect a person who has given~~ in recognition of their long and exceptional service to the AKA ~~as a life member of the AKA. Life members retain the same voting and notice rights as they enjoyed prior to their appointment as Life members, as the case may be.~~
- 2.6 Honorary members are any officers of the AKA, ex officio members such as ~~the~~ medical officer and the like who are not otherwise ordinary members. Honorary members have no rights to: vote, be given notice of a General Meeting or debate or be heard at a General Meeting.
- 2.7 Temporary members are any volunteers who ~~to~~ help with AKA events, ~~or~~ practise licence holders and the like. Temporary members have no rights to vote, be given notice of a General Meeting ~~or debate~~ or be heard at a General Meeting.
- ~~2.8 The Annual General Meeting on the recommendation of the Board may elect a person who has given long and exceptional service to the AKA as a life member of the AKA.~~

### R3 Cessation of Membership

A member ceases to be a member:-

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- (a) (i) one month after notification in writing to the Secretary of intention to withdraw from the AKA, unless within that year the notification is withdrawn.
  - (ii) one month after notification by the Secretary of the member that there are membership fees owing and that failure to pay within one month will result in cessation of membership, unless within that time the membership fees are paid.
- (b) If they are expelled for misbehaviour or being not of a fit and proper character to remain a member pursuant to the powers set out under rule 6 herein.

**R4 Register of Members**

The AKA must keep a Register of Members, the name, contact address, date of joining and affiliated club of each member.

**R5 Subscription**

5.1 annual subscription for the following calendar year is determined at the Annual General Meeting of the AKA. There is no joining fee.

5.2 Upon cessation of membership, a members' security for guarantee payment of \$20 paid under rule 1.2 above, will be held by the AKA for a further 12 months and thereafter converted into consolidated revenue by the AKA.

**R6 Discipline of Members**

- (a) The Board may discipline a member of the AKA by:-
- (i) expelling the member; or
  - (ii) warning the member that it may be expelled if it continues to act in the specified manner of which it disapproves; and/or
  - (iii) fining the member; and/or
  - (iv) suspending the member.
- (b) If a motion is proposed at a meeting of the Board for the disciplining of a member the President shall first put a motion that the member be called upon to explain its conduct to the Board.
- (c) If that motion is carried by a simple majority of those present and voting, the motion for the disciplining of the member must be adjourned to a meeting not less than fourteen days later.
- (d) The member named in the motion must be given notice by delivering to its contact address in the Register of Members:
- (i) of the conduct complained of; and
  - (ii) that the member is entitled to present oral or written evidence or arguments to the Board at a meeting on a given date.
- (e) At the later meeting, the Board must:

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- (i) give the member, if requested by one or more of its members, the opportunity to be heard; and
  - (ii) consider any written document presented by it or on its behalf.
  - (f) The Board may then, by a ~~n-absolute~~ majority of its members, determine:
    - (i) whether to discipline the member; and
    - (ii) the penalty.
  - (g) A decision of the Board in accordance with the procedure set out above to discipline a member and to impose a penalty is final and no appeal to a General Meeting is permitted.
  - (h) The disciplinary powers contained in this Rule are separate from any disciplinary powers exercised under the competition rules of the AKA.
  - (i) **This Rule does not authorise the Board to fine, suspend or expel an associate member. An associate member may only be fined, suspended or expelled by a vote taken at a general meeting of the AKA.**

## R7 The Board

**7.1. The AKA is managed by a Board of Directors of a maximum number of 5 elected by the members for the terms provided under Rule 7(b) herein; plus an additional director **nominated** by the Karting Industry Association for a period of 12 months; and up to 2 additional Directors appointed by the Board for a period of 36 months. The five elected Board members will be specifically elected to one each of the following positions of responsibility:**

- (i) **Finance Director**
- (ii) **Administration Director**
- (ii) **Competition Director**
- (iv) **Technical Director**
- (v) **Promotional and Marketing Director**

**7.2 Each elected Board member will be elected for a three year term. In order to avoid the entire Board being re-elected at one General Meeting, the initial Directors who become responsible as Administration Director and Promotional and Marketing Director will be elected for an initial term of twelve months only and the Director initially elected to be responsible as Technical Director will be elected for an initial term of two years only. Thereafter, each of those three positions will be elected for three year terms.**

**7.3 Nominations for the position of Elected Director must be received by the AKA at least 30 days prior to any election.**

**Nominations must be:**

- (i) **in writing;**



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- (ii) signed by a nominator and a seconder, who must each be ordinary Members; and
  - (iii) certified by the nominee expressing his willingness to accept the position for which he is nominated.

**7.4 Any nominees for the position of an elected Director will be subject to an endorsement process to be conducted by a team of independent **management** professionals.**

**Nominees must resign any office **which they hold within motorsport** at the club, state or national level, if elected to the position for which they have nominated. Nominees for elected Director positions should **ideally** demonstrate knowledge, skills and commitments in the following areas:-**

- (i) **Extensive** knowledge of karting in general.
- (ii) Previous experience in organisational work in either private, business or community activities. Ideally this experience will have been gained as a committee member or Board member.
- (iii) A demonstrated ability to understand a wide scope of community issues, including requirements and objectives of governing not for profits bodies.
- (iv) Management or administration skills, including financial management and common law obligations in the areas of corporate governance, Director's duties and responsibilities.
- (v) Professional or commercial background, particularly in the specialised area of expertise for which they are being nominated to be elected to oversee on the Board.
- (vi) Excellent presentation and communication skills.
- (vii) An ability to demonstrate major achievements or contributions in previous roles either within or outside karting.
- (viii) An ability to work and communicate effectively within a group and with external parties.
- (ix) An understanding of the strategic planning processes and the ability to implement developed procedures.

**Nominees for elected Director positions must submit a curriculum vitae outlining their experience and suitability as Directors.**

- 7.5 The Board shall at its first meeting held after each election, elect one of its number to be Chairperson for a 12 month period.**
- 7.6 A casual vacancy on the Board will be filled by the Board at its discretion and with reference to any outside consultant involved in the endorsement process for election of Board members. A Director appointed to fill a casual vacancy will be appointed only until the next AGM of the AKA, at which the position will be subject to re-election for the balance of the term then remaining.**

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**7.7 A Board member may be removed**

- (a) pursuant to rule 8.2; or
- (b) by resolution of the members in accordance with s203 of the Corporations Act; or
- (c) upon the expiry of their term under rules 7(a) and 11(b).

**7.8 Each board member by accepting appointment to the Board agrees to resign in the event that a majority of the Board passes a motion of no-confidence in that particular Board member, and the vacancy caused by such resignation will be treated as a casual vacancy until the next following General Meeting.**

**7.9 Where there is either no nomination for any position under clause 7.1 or no nominee satisfies the endorsement process for any position under clause 7.1, then such position will be considered to be a casual vacancy and may be filled pursuant to clause 7.6.**

**7.10 No elected Board member may occupy a particular directorship for more than two consecutive terms. This rule does not prevent a particular Board member, having served two consecutive terms in one position, from standing for another position in the AKA or occupying a non-board position for more than two non-consecutive terms or standing for the original position after serving a term in another position..**

**R8 Powers of the Board**

**8.1 The Board has the entire management and control of the AKA and has power to do anything necessary or convenient to achieve the purposes of the AKA including:**

- (a) allocate to the Committees of Management or Associate Members such powers and responsibilities as may from time to time be deemed desirable including those matters set out in rules 8.4 and 9.3 below;
- (b) the arrangement of the National Kart Calendar and the allocation of the Australian Kart Championships;
- (c) the drawing up and amendment from time to time of Kart Formulae;
- (d) the sole and non delegable responsibility for the compilation and amendment from time to time of General Kart Regulations;
- (e) the issue of licences to competitors and drivers in Kart competitions, and of permits to organisers of such competitions in accordance with the General Kart Regulations;
- (f) the imposition of such levies, penalties, fees, fines, contributions and subsidies as may seem to the Board necessary, and the enforcement of collection of such amounts from any, Associate Member, Club, group or individual as permitted by the General Karting Regulations;

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- (g) the negotiation of insurance for members, their clubs, drivers, officials and spectators;
  - (h) the maintenance of a central registry of Kart licences;
  - (i) the enforcement of any legal instruction relating to Karting issued on behalf of the Federation International de l'Automobile;
  - (j) the consideration and adoption of any suggestion made by Associate Members;
  - (k) the maintenance of due liaison and information regarding Karting matters with the Confederation of Australian Motor Sport;
  - (l) the arbitration of disputes between Associate Members or between clubs in different States;
  - (m) the establishment, coordination and support of specialist committees and the delegation to them;
  - (n) the appointment from time to time of advisory or executive sub-committees to discharge such functions and to hold office for such time as the Board shall deem fit;
  - (o) the reimbursement of any member, servant or agent for any out-of-pocket expenses properly incurred on the Board's behalf and the payment to any such member, servant or agent of such wage, honorarium or return for services rendered as the Board shall think fit.
- 8.2 Board members are required to attend as many Board meetings as possible. If any Board member misses three Board meetings in a row without good explanation, then their position will be treated as a casual vacancy under this Constitution.
- 8.3 The Board may make regulations not inconsistent with these Rules or the International Sporting Code of the Federation International de l'Automobile for the better management of the sport of karting in Australia.
- 8.4 Pursuant to Rule 8.1(a), the AKA **will** allocate to the Associate Members, **certain powers and** responsibilities in the following areas:-
- (a) distribution of issued permits;
  - (b) distribution of issued licences and upgrades;
  - (c) issuing of race permits, track licences and conducting track inspections;
  - (d) forwarding correspondence as required to all members;
  - (e) remittance of monies collected on behalf of the AKA;
  - (f) training of officials;
  - (g) maintaining a list of members from each particular state or territory;
  - (h) acting as a conduit between members, clubs and committees of management;
  - (i) acting as tribunal registrars;

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- (j) archiving of records;
  - (k) production of a calendar for each state or territory;
  - (l) promotion and marketing of the sport generally within each state or territory;
  - (m) issuing of gauges and other technical equipment;
  - (n) being a central reference point for all clubs within a particular state or territory.
  - (o) obtaining grants and other funds through state governments and other like organisations;
  - (p) enforcing the AKA's rule within each state or territory;
  - (q) co-ordinating karting within each state or territory on behalf of the AKA;
  - (r) any other matter **in the discretion of the AKA board**.

8.5 The Board will require each Associate Member to enter into a contract regulating the relationship between the AKA and the Associate Members, including financial matters **and those matters provided for in clause 8.4 above**.

## R9 **Committees of Management**

9.1 Each elected Board member will be responsible for an area of the AKA designated by its title. Each elected Director will chair a committee devoted to that area of responsibility as follows:-

- (a) Finance and Audit Committee
- (b) Administration Committee
- (c) Competition/Rules and Safety Committee
- (d) Technical Committee
- (e) Promotional and Marketing Committee

9.2 Each committee of management will comprise **no more than** one delegate from each ~~state and territory karting association who are~~ associate member of the AKA. Each ~~state or territory~~ associate member **may will** nominate one or more members for a position on each committee **suitably qualified to the satisfaction of the Board based on criteria the Board will set from time to time**. From those nominations the board **will** appoint **no more than** one member from each ~~associate member state and territory AKA~~ to each committee. The appointee from each ~~associate member state or territory association~~ will be appointed for a term and on conditions laid down in each case by each ~~associate member state or territory association~~ in its own right. The appointee may not be an elected Board member of the AKA.

9.3 Each committee of management will be governed by its own set of rules of procedure and a description of responsibilities endorsed by the Board of the AKA from time to time.

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## R10 **Appointment of Officers**

~~10.1 The elected officers of the AKA are:~~

~~————— The Board of Directors as referred to previously, and:~~

10.1 In addition to the ~~two additional~~ Directors appointed under rule 7.1, the Board will appoint individuals for the following posts:-

Medical Officer

Auditor

Secretary

Any further position deemed necessary by the Board.

10.2 Except for ~~those any additional~~ Directors appointed under rule 7.1, any ~~other~~ officer appointed by the Board of Directors is appointed for an indefinite term and may be removed by the Board at any time in its discretion.

## R11 **Interim Board**

~~The AKA is formed pursuant to the migratory provisions under the Associations Incorporation Act (Vic) 1981. Accordingly, if required until such time as the migration process is completed, the affairs of the AKA will be managed by an interim board made up of 5 persons elected by the Associate Members from a list of nominees to which each Associate Member may make one nomination. The interim management will only continue until such time as reasonably required until the inaugural board of the AKA elected under rule 7 herein has assumed authority. The interim board will maintain the business of the AKA but not have authority to bind the Board nor implement any new policy inconsistent with the Board's powers under this Constitution.~~

## ~~R11 Terms of Office~~

~~————— 11.1 The officers appointed by the Board under Rule 10.1 take office at the conclusion of the Annual General Meeting and hold office for the period expiring at the conclusion of the next Annual General Meeting.~~

~~————— 11.2 All officers who are not Board members are eligible for re-election or reappointment by Board save and except that. No elected Board member may occupy a particular directorship for more than two consecutive terms. This rule does not prevent a particular Board member, having served two consecutive terms in one position, from standing for another position in the AKA or occupying a particular non-board position for more than two non-consecutive terms.~~

~~————— 11.3 Any officer who is not a Board member may be removed by a vote of the Board of at least  $\frac{3}{4}$  of the total number of Directors.~~

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## R12 Chief Executive Officer

- 12.1 (a) A Chief Executive Officer may be appointed by the Board on such terms and conditions as are agreed upon.
- (b) The Chief Executive Officer is an invitee to the Board.
- (c) The Chief Executive Officer may not be a Director of the AKA nor hold any elected office in the AKA or in any **associate** member.
- (d) The Board may by resolution delegate any of its powers to the Chief Executive Officer except the power of delegation and the power to make regulations, and may withdraw the delegation at any time.
- (e) The Chief Executive Officer must defer and refer back any decisions made by the Board that do not comply with the Insurance Company's cover, legal advice, FIA, etc.
- (f) Where there is no CEO, any reference to the CEO shall mean the person delegated by Board for the purpose.
- 12.2 Where there is no CEO, any reference to the CEO shall mean the person delegated by the Board for the purpose of overseeing executive functions of the AKA.

## R13 Conflicts of Interest

**A Director or member of any committee or sub-committee of the AKA who has any direct or indirect interest in any present or anticipated contract agreement or arrangement with the AKA must declare that interest at any relevant meeting of the Board or the committee (as the case may be) after he becomes aware of the interest or the contract agreement or arrangement, and must not vote in respect of the matter.**

## R14 Quorum at Board Meetings

The quorum at a meeting of the Board is 80%. The Board may permit the use of Alternate Directors and proxies at Board meetings, if required, in accordance with the Corporations Act, 2001.

## R15 Number of Board Meetings

The Board must meet at least twice in each year. A meeting of the Board must be called if a majority of Directors so request. A meeting called as the result of such a request must be held within two months of the receipt by the Secretary of the request. If a majority of Directors agrees, any meeting of the Board, other than the meeting held in conjunction with the Annual General Meeting, may be conducted by telephone conference or other "live" in person electronic means.

## R16 Notice of Board Meetings

- 16.1 At least one month's notice must be given of a Board meeting unless a majority of Directors agree that it is necessary to hold the meeting with a shorter period of notice.

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16.2 A Board meeting may be called or held by telephone conference or other “live” in person electronic means consented to by all the Directors. The consent may be standing one. A Director shall only withdraw the Director’s consent within a reasonable period before the meeting.

**R17 Board Meetings Not Public**

Meetings of the Board are conducted in private but the Board may determine that part of the meeting be opened to the press or other observers. The Board may permit any person to address it.

**R18 Decisions of Board Meetings**

- 18.1 (a) All decisions at Board meetings are made by simple majority of those present and voting. The person presiding does not have a casting vote. A tied vote shall be deemed to be resolved in the negative.
- 18.2 (b) An Appointed Director shall not be entitled to vote on his re-appointment.
- 18.3 (c) The Board may pass a resolution without a Board meeting being held if the majority of all the Directors entitled to vote on the resolution sign a document containing a statement that they are in favour of the resolution set out in the document. All Directors must be served with any document to be considered under this clause. Separate documents may be used for signing by Directors if the wording of the resolution and statement is identical in each copy. The resolution is passed when the last Director signs.

**R19 General Meetings**

**Time for Annual General Meeting**

An Annual General Meeting must be held each year in the months of–August or September or such other month as the Board determines **subject to the Corporations Act, 2001.**

**R20 Business of the Annual General Meeting**

The business of the Annual General Meeting is to:

- (a) receive the Chairman of the Board’s Report
- (b) receive and consider the financial statement
- (c) elect the Board of Directors
- (d) appoint an auditor, and
- (e) consider such other business **as required by the Act or of which at least two month's requisite notice has been given under this constitution or the Act. ~~to the Board and is approved to be included on the agenda by the Board.~~**

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**R21 Special General Meetings**

A general meeting of the AKA may be called only in accordance with the provisions of division 2 of Part 2G.2 of the *Corporations Act, 2001*, save and except that

- (a) the number of members required to call a meeting for the purposes of section 249D of the Act is 20% of the total number of voting members of the AKA; and,
- (b) section 249C of the Act does not apply but in its place the Board may resolve to call a general meeting.

**R22 Period of Notice of General Meetings**

**At least one month's notice of every General Meeting, including the Annual General Meeting, must be given by way of e-mail, ordinary mail or other suitable means determined by the Board.**

**R23 Form of Notice of General Meetings**

A notice stating:

- (a) the place, date and time of the General Meeting
- (b) the nature of the business to be considered
- (c) if any special resolution has been proposed, the text of the motion must be delivered to each person or body entitled to receive notice along with a statement that it is intended to propose the motion as a special resolution at the General Meeting. The motion and the notice must be at the address notified in the Register of Members, including an e-mail address, where provided.

**R24 A document which is posted and correctly addressed, unless the contrary is proved, is deemed to have been given to the addressee at the time at which the letter would have been delivered in the ordinary course of post.**

**R25 Quorum at General Meeting**

Fifty eligible voters present in person or by proxy constitutes a quorum at a General Meeting. There will be a limit of one proxy per voting member save and except for the chairman at the General Meeting who may hold an unlimited number of proxies.

**R26 Proxies at Board Meetings and General Meetings**

A proxy must be in writing and submitted to the AKA at least seven days prior to the time set for a General Meeting. A proxy which does not specify who is appointed or how to vote on a particular resolution, will be deemed in favour of the chairman of the General Meeting and operate as a general proxy in favour of the chairman. If a member has been appointed by a proxy fails to attend a General Meeting, then that proxy will be deemed to be held by the chairman of the General Meeting as a special or general proxy as indicated thereon. If a member who has appointed another member to vote as proxy attends the General Meeting then they must withdraw their proxy before the commencement of the General Meeting or they shall not be entitled to vote on any resolution.



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**R27 Decisions at General Meetings**

All decisions at General Meetings other than

- (a) a resolution to alter the name, the Statement of Purposes or the Constitution; or
  - (b) any other resolution required by the Corporations Act 2001 to be a special resolution,
  - (c) a re-submission of any resolution a
- are decided by a simple majority of votes cast.

Any decisions referred to in sub-rules (a), (b) or (c) of this rule must be decided by special resolution.

**R28 Special Resolution**

As prescribed by the Corporations Act 2001, a special resolution is a resolution agreed to by at least three-quarters of the entitled voters who are present in person or by proxy and who vote on the resolution at a General Meeting of which notice specifying the intention to propose the resolution as a special resolution was given in the manner required by these Rules, at least 21 days prior to the meeting.

**R29 Management of Funds**

- (a) All moneys received by the AKA must be deposited in a bank account or accounts in the name of the AKA.
- (b) All payments must be made by cheque or electronic funds transfer where permitted by the Board.
- (c) All cheques must be signed by two (2) persons from a number appointed by the Board for that purpose.
- (d) The Board may approve the use by specified persons, of a credit card to draw on an account of the AKA, and must specify the terms under which the card may be used.

**R30 Financial Year**

The financial year of the AKA ends on the 30<sup>th</sup> of June.

**R31 Derivation of Funds**

The funds of the AKA are derived from subscriptions, licence fees, meeting permits, fines and such other sources as the Board agrees to.

**R32 Common Seal**

- 32.1 The Board will appoint a person to be responsible for the custody of the common seal, which must only be affixed in accordance with a resolution of the Board, and in the presence of two Directors.
- 32.2 A Director shall NOT sign a document to which the seal is fixed where the Director is interested in the contract or arrangement to which the document relates.

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32.3 A document may be executed without using a common seal if the document is signed by two Directors not interested in the contract or arrangement to which the document relates.

### R33 Indemnity

The AKA will indemnify (either directly or through one or more interposed entities) any person who is or has been a Director, Company Secretary or Chief Executive Officer of the AKA and, if so resolved by the Board, the auditor of the AKA, out of the funds of the AKA **against any liability which arises from the performance of their duties for the AKA either -**

- (a) to another person (other than the AKA or a related body corporate) unless **such** liability arises out of conduct involving a lack of good faith or negligence;
- (b) for costs and expenses incurred by that person:-
  - (i) in defending proceedings, whether civil or criminal, in which judgment is given in favour of the person or in which the person is acquitted; or
  - (ii) in connection with an application, in relation to such proceedings, in which the court grants relief to the person under the Act save for any liability that arises from the negligence of that person.

### R34 Books and Records

The Board will appoint a person to be responsible for the custody of the books, records and securities of the AKA.

### R35 Inspection of Documents

Any books or records of the AKA may be inspected upon reasonable notice ~~to the Chief Executive Officer~~ by any member of the Board or by any person authorised in writing by the Board or permitted under the **Corporations** Act to do so.

### R36 Alteration of Statement of Purposes or Rules

This Constitution may only be amended by a special resolution passed at a General Meeting of the AKA.

### R37 Operation of Corporations Act, 2001

37.1 Where there is any conflict between this Constitution and the provisions of the Corporations Act, 2001, provisions of this Constitution will apply as permitted by the Corporations Act 2001. Where there is a matter not governed by the provisions of this Constitution, then the provisions of the Corporations Act, 2001 will apply.

37.2 The AKA at all times must and will –

- (a) pursue charitable purposes only consistent with its objects and purposes set out herein;
- (b) only apply its income towards promoting those purposes;

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(c) prohibit making distributions to its members or paying fees to its board members;

(d) require its directors to approve all other payments the AKA makes to directors.

**R38 In this Constitution:**

38.1 Any reference herein to “the Act” or to “the Corporations Act, 2001” is a reference to the *Corporations Act (C’wth) 2001* as amended from time to time, including any regulations made thereunder, and any superseding legislation.

~~“note” means that the text that follows and that is set in italics is not a part of this Constitution, but is added to assist interpretation or to provide a pointer to relevant provisions of the Corporations Law;~~

~~**Bold headers do not form part of this Constitution, and are added solely for the purpose of identifying the general content of the following provisions.**~~

38.2 The provisions in this Constitution are referred to as a “rule” or “rules”. Provisions sharing the same numerical prefix may be referred to as a “sub-rule”.

38.3 Except so far as the contrary intention appears in this Constitution, an expression has, in a provision of this Constitution that deals with a matter dealt with by a particular provision of the Corporations Act, the same meaning as in that provision of the Corporations Act.

**38.4 Schedules**

Any schedules hereto are part of this Constitution, and their provisions shall prevail if they conflict with any other provision of this Constitution.

END OF CONSTITUTION

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**Australian Karting Association Inc**

**AGM AND ANNUAL CONFERENCE AGENDA**

**OFFICIALS COMMITTEE**

# **SUBMISSIONS**



**Venue: The Hotel Grand Chancellor, Adelaide, South Australia**  
**Date: 26<sup>th</sup> – 28<sup>th</sup> August 2005**

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## **STEWARDS ITEM 1 - Rule 4.01 List Of Officials**

**Amend to read:**

### **4.01 List of Officials**

(a) The staff of officials whose duty it shall be to direct and control competitions may include:-

- The Stewards of the Meeting
- The Chief Observer
- The Clerk of Course (or Director)
- The Secretary of the Meeting
- The Timekeepers
- The Chief Scrutineer and Scrutineers
- The Technical Inspectors
- The Fuel Tester
- The Tyre Tester
- The Scale Marshals
- The Announcer
- The Flag Marshals
- The Pit Marshals
- The Starter
- The Grid Marshals
- The Observers
- The Lap Scorers
- The Noise Control Marshal
- Officials Secretary (Stewards Secretary)

Rule 4.08(c)

**Amend to read:**

### **4.08 Appointment of Chairman and Secretary of Stewards**

(c) "*The Stewards/Clerk of Course of the Meeting may use an Officials secretary to complete paperwork at a race meeting.*"

**REASON:** Officials (steward's secretary) secretary not listed and they sign the paperwork on behalf of officials. First Aid should be listed as they give official clearances to drivers.

## **STEWARDS ITEM 2 – Rule 4.12 (a) Clerk of Course**

Leave Rule 4.12(a) and Rewrite to ADD new sub-clause 4.09(a)

**Amend to read:**

### **4.09 Powers of the Stewards of the Meeting**

The Stewards of the Meeting shall have general power and authority to enforce compliance with the Code, these Rules, the Supplementary Regulations, the Programme, and the Instructions to Drivers (if any), and to adjudicate upon any dispute or complaint arising during the meeting subject to the rights of appeal provided by these Rules and in particular shall have power in accordance with these Rules to:

- (a) *Keep order in conjunction with such military and police authorise as have undertaken the policing of the meeting and who are especially responsible for public safety.*"

- 
- (b) Decide what penalty to inflict for a breach of these Rules.
  - (c) Modify the Supplementary Regulations in exceptional circumstances.
  - (d) Alter the composition of or consolidate heats.
  - (e) Authorise a run-off in the case of dead-heats.
  - (f) Accept a correction made by a Judge.
  - (g) Amend placings and awards as laid down in Rule 4.17(f) and R6.01.
  - (h) Prohibit from competing any driver who, or any kart which they consider to be dangerous, or is reported as such by the Clerk of the Course or a Scrutineer.
  - (i) Exclude from one or more competitions or for the duration of the meeting any entrant or driver whom they consider to be or who is reported to them by the Clerk of the Course or Director or Promoters, to be ineligible to take part therein or whom they consider guilty of misbehaviour or unfair practice.
  - (j) Exclude from the course and its precincts any competitor or driver who refuses to obey the order of a responsible Official.
  - (k) Postpone or alter the conditions of a competition for reasons of safety and "force majeure."
  - (l) Modify the position of the starting area or finishing line, or alter the programme at the request of the Clerk of the Course or the Promoters where necessary to ensure reasonable safety for drivers and spectators.
  - (m) Appoint a temporary substitute or substitutes to replace any Steward or Stewards not able to perform his/her duties. Such power shall be exercised by the remaining Steward or Stewards and shall be used to ensure that there are always at least TWO Stewards of a Meeting.
  - (n) View Cinematographic, photographic or similar apparatus to facilitate the Stewards decision.

**REASON:** Because Steward need to be at least a Grade 3 and Clerk of Course could be grade 4. The clerk of course could delegate back to the stewards to perform this duty. This would allow either the clerk of course/stewards to perform this duty.

### **STEWARDS ITEM 3 - Rule 4.15(f)**

**Amend to read:**

4.15 (f) Prepare and sign the reports of their inspections *and forward them to the Stewards of the meeting or the Clerk of the Clerk as may be appropriate.*

**REASON:** Because Stewards handle the paperwork.

### **STEWARDS ITEM 4 - Rule 6.02**

**Amend to read:**

#### **6.02 Who May Impose Penalties**

**Stewards:**

*"The Stewards of the meeting may impose any penalty except:"*

- (a) a fine over the amount of \$100.00
- (b) a suspension for more than two months.

**REASON:** Stewards are the only officials who can impose a penalty.

### **STEWARDS ITEM 5 – Rule 15.08 Red Flag**

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**Amend to read:**

**15.08 Red**

“All racing shall cease. Driver will indicate by raising his/her arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on track if necessary. This order shall be given only through the clerk of course or steward of the meeting. Red lights may be used in addition to the red flag.”

**REASON:** Stewards are not always available to issue the Order.  
Decrease the delay of issuing the Red Flag.

**STEWARDS ITEM 6 – Rule 16.11(c)**

**Amend to read:**

**16.11 Race Stoppage**

Races may only be stopped under extreme emergency and by using the red flag/lights.

- (a) When a race is stopped it must be restarted over the remaining number of laps as approved by the Stewards, unless
  - i. it is at least 50% complete at the time. In this case places will be awarded according to the position at the end of the lap prior to race cessation.
  - ii. It is a State or National Championship event where less than 3 laps remain to be completed. In this case places will be awarded according to the position at the end of the lap prior to race cessation.
- (b) Any competitor who is stationary when red flag is used to stop a race will not be permitted in the re-start of that race. There shall be no complaint or appeal against this section of Rule 16.11(b).
- (c) *After a red flag incident the karts are to be impounded in “parce ferme” and no work is permitted to be carried out unless instructed by Chief Technical Inspector.*
- (d) Re-Start of Race:
  - (1) Positions to be as last recorded lap. If the lap scorers do not have a complete record of all starters, the Stewards may re-start the race in the original order with grid positions revised after exclusion of those who are ineligible under Rule 16.11 (b).
  - (2) If the race is stopped on the first lap, the race is restarted in the original grid order and formation after the exclusion of those who are ineligible under Rule 16.11 (b).
  - (3) If a re-start is to be conducted over the laps remaining, such re-start is to be in single file at up to race speed.

**REASON:** Open to interpretation as is.

**STEWARDS ITEM 7 - Rule 16.05 (iii)**

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**Amend to read:**

**16.05 Rejoining Circuit**

- iii) *Should a kart rejoin a race **having gained an advantage in position or distance** of where they were when they left the circuit, they must regain their position within one lap.*

**REASON:** Some Competitors use current wording to a gain Distance Advantage.

**STEWARDS ITEM 8 - Rule 16.08 (c) (ii)**

**Amend to read:**

**16.08 Restarting of Karts**

- (c)(ii) Seniors may restart themselves however outside assistance to push karts by delegated persons (maximum 2) may be permitted at the discretion of **the Grid Marshall**, Clerk of Course or Steward.

**REASON:** We have a Duty of Care to our Participants. 1 person moving 120kg plus is unhealthy and unsafe. Limit's the chance of injury to Assistants.

**STEWARDS ITEM 9 - Rule 16.08 (d)**

**Amend to read:**

**16.08 Restarting of Karts**

- (d) *Before start of the race, **delegated persons** (1 per competitor and not an official) may assist a **driver** to repair, alter or adjust their karts in the track area.*

**REASON:** Normally a pit crew will bring out a spark plug and spanner. Why does the driver have to change it when the pit crew is already there? Rookie, Midgets and juniors are allowed to.

**STEWARDS ITEM 10 – Rule 16.08 (f)**

**NEW RULE:**

**16.08 Restarting of Karts**

- (f) *The Starter is **not obliged to allow any additional formation lap to allow a driver has lost his/her place to regain it.***
- (g) *During racing delegated persons may assist in the removal of karts from the race track and to a place of safety.*

**REASON:** At present if a driver spins out, the starter will wait for the driver to get back in position which may be three laps later and another couple of karts have dropped off in the meantime which will delay the start a bit longer.

**STEWARDS ITEM 11 - Rule 17.11(c) and Rule 17.12(f)**



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**Amend to read:**

**17.11 Parc ferme/Paddock**

- (c) Pit crews are not permitted in the circuit area during racing unless stranded after giving assistance at the discretion of an approved official.

**17.12 Safety of Karters and Officials**

- (f) Authorised persons to assist drivers. (NOTE: These persons must retire to a safety area once the race has commenced.)

Suggestion from Committee: Rule tidy up:

17.11(c) to be deleted. This is not relevant to this Rule.

**REASON:** Delays caused by Assistants returning to Grid. Safety of Assistants being behind Barrier/ Flag point.

**STEWARDS ITEM 12 - Rule 17.14**

**Amend to read:**

**17.14 Smoking and Welding**

Smoking, welding or use of any open flame is not permitted in parc ferme or paddock areas.

Suggestion from Committee. Could this change not be highlighted in the reprint of the manual. Reason: do not wish to draw attention to this.

**REASON:** Stupid rule, officials have every right to be annoyed, the officials I know won't stop which makes it hard to enforce more important rules involving drivers.

**STEWARDS ITEM 13 - Rule 19.20 Shorten A Race**

**Amend to read:**

**19.20 Race Distance Alteration**

- (i) as is now under Shorten a Race  
(ii) The stewards and the clerk of the course may extend the laps classes race for the Final/Final heat if changing circumstances permit.

**REASON:** Provides officials the flexibility to either shorten or extend laps, where at present only shortening is available.

Rewrite to 11.09 Heading and ADD Point 4.

**Amend to read:**

**11.09 Alterations to Competition**

**4 Alteration of Race Distance**

At all race meetings except State and National Championships the stewards and clerk of course in conjunction with the promoting club may alter the race distance. Drivers must be notified and Bulletin issued.

**REASON:** Placed in more appropriate place in Manual and reworded to make it workable.

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**STEWARD ITEM 14 - Change to Stewards list of Penalties****Amend to read:****2006 STEWARDS QUICK REFERENCE GUIDE**

	<b>OFFENCE</b>	<b>A.K.A. RULE</b>	<b>SUGG. PENALTY</b>
1.	Abuse or intimidation	5.01(a-e)	#1, #7 or #8
2.	Alcohol/Drugs – consumption	17.16, 19.38	#7
3.	Baulk line infringement	17.04 & 5	#4
4.	Baulking	16.17	#1 - #4
5.	Chequered Flag Infringement	15.17	#1 or #4
6.	Contact between karts	16.13(a)	#1 - #8
7.	Dangerous or over aggressive driving	16.13(b)	#1 - #8
8.	Driver’s briefing – failure to attend	19.18	#1
9.	Ducking Head	16.14	#1, #2, #4
10.	Engines – non conforming (as determined by STO, Chief Tech Insp, Chief Scrutineer	5.01(o)	#1 - #4
11.	Ear plugs	14.11, 24.8.2	#1
12.	Entry Form – incomplete or incorrect	19.16	#1, #7or #8
13.	Fuel infringement	5.03(1), 5.01(q)	#6 - #8
14.	Instruction – failure to obey	5.01(w)	#4 to #8
15.	Inspection – failure to present	5.01(s), 12.02	Refer to 12.02
16.	Kart – obstruction of circuit	16.03	#1, #4, #5,#6
17.	Kart Direction	16.02	#4, #6 or #7
18.	Licence – failure to carry competition licence	13.14	Refer to Rule
19.	Noise infringement	24.2	Refer to Rule 24.7
20.	Practice – failure to take part	16.10	Refer to Rule
21.	Rejoining circuit	16.05	#2 - #6
22.	Restart during race	16.08	#1 or #7
23.	Scrutineering – failure to comply, to comply during the event.	Chapter’s 12, 14 & 25	#1 - #8
24.	Shaking hands whilst driving	16.15	#1
25.	Smoking	17.14	#1
26.	Speeding/Ingrid	16.13(b)	#1 - #8
27.	Starts	19.26	#3 - #6
28.	Transponder	19.17(d)	#1 or #4
29.	Tyres – incorrect use	19.34	#6 - #8
30.	Tyres – markings	19.10(ii)	#4
31.	Weight infringement	5.01(r), 5.03	Refer to Rule
32.	Yellow flag – passing	15.04,15.10	#2, #4, #5, #6

**REASON:** In the Interest of Karting. Loss of Competitors for minor Infringements that result in exclusion. The Stewards have a minimum Penalty of exclusion.

**STEWARD ITEM 15 – TEKA Chapter 51, Chapter 4, 4.03(a).****Amend to read:****4.03 Essential Officials**

- (a) At a meeting there shall be a minimum of 2 stewards, one of whom shall act as Chief Steward.

**REASON:** Not possible to have an impartial hearing with only one steward.

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**Australian Karting Association Inc**

**AGM AND ANNUAL CONFERENCE AGENDA**

**ADMINISTRATIVE COMMITTEE**

# **SUBMISSIONS**



**Venue: The Hotel Grand Chancellor, Adelaide, South Australia**  
**Date: 26<sup>th</sup> – 28<sup>th</sup> August 2005**

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**ADMIN ITEM 1 - Chapter 2 Fees**

Review the implementation date of new fees and move to the 1<sup>st</sup> January of each year.

**AKA executive to look into a feasibility study and report to the NKC at the AGM.**

**REASON:** With licences now a full 12 months, there is no need to do the November/December phase in and it would be easier to explain that rates for the new year start on the first day of the new year.

**ADMIN ITEM 2 - 2008 National Sprint Championships permit fee.**

\$5400.00 plus \$ 65.00 per entrant.

**2006 Rotax/Resa Nationals if approved permit fee for Title event \$3,200.00**

**The AKA will supply an Interstate Steward and Interstate Technical officer for this event.**

**REASON:** CPI

**ADMIN ITEM 3 - Rule13.04.2 – Application for Licence**

**Amend to read:**

13.04. 2 A person applying for the issue of a new licence, or renewal of an existing licence must be a member of an affiliated Club and must remain a financial member of an AKA club during the period of the licence.

**REASON:** Club membership usually runs from year to year and may run out while the driver's current licence is still valid. They should have to be a member of a club while they hold the licence.

**ADMIN ITEM 4 – Rule 13.09 Period of competition licence/non competition licence**

**Amend to read:**

All competition and non-competition licences are valid for a twelve – month period from the date of issue, unless previously surrendered or withdrawn .All licence renewals will be from the anniversary date of a licence. Licences will expire after thirty days from the anniversary date of the licence, when this occurs then the licence renewal becomes a new renewal and a new licence fee will apply as per State fees. The new renewal licence date will commence when applied for and will be due for renewal on that date the following year. All licence grades will remain the same.

**REASON:** To give dates and make clear when they are expired completely after not renewing on the anniversary date.

**ADMIN ITEM 5 - Increase age for Medicals from 50 to 60**

We would like to see the age requirement be raised to 60 for medicals. If not

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can the validity period of the medical be extended for 2 years.

**REASON:** People are more active and living longer.

**ADMIN ITEM 6 – Chpt 8 Appeals, Rule 8.21 b**

**Amend to read:**

8.21 b A Notice of Hearing of Appeal may be delivered personally, by post or by facsimile. A Statutory Declaration duly declared by the person who delivered personally, posted or faxed the Notice shall be deemed as proof of personal delivery, posting or faxing or a proof of delivery slip for a registered letter.

**REASON:** This method is much easier and just as reliable as a statutory declaration, as you need this type of proof for the stat dec anyway.

**ADMIN ITEM 7 - Clothing**

Consider the use of fluoro shirts for officials in place of the blue shirts and vests used at present. The shirt only needs an AKA logo on the front and “**OFFICIAL**” in large letters on the back. For discussion at the AGM.

**REASON:** To make officials easier to see (Occ. health and safety), the vests get very hot and make access to pockets in shirts difficult. The shirt is presently used at one NSW track and is well received.

**RECOMMENDATION:** That a Fluoro vest is used with official written on the back, by having a shirt it will not be seen should the official put on a jumper or jacket. The vest can be put over the top of clothing.

**ADMIN ITEM 8 - Rule 36.05(b)**

**Admend to read:**

36.05 (b) National 100cc Heavy – 155kg

**REASON:** The weight of 160kg is too much, most of the heavy drivers are now lost, have gone back to light class.

**ADMIN ITEM 9 - Restructure of National and State Championships.**

**REASON:**

Too much time Spent Practising.

Complex Open too long prior to Start of Race Meets (1-2 Days only).

Limits Costs and Time at Meeting.

Limits Time away from Work/ School.

Change Race Format away from Last Corner/ First Across Line.

(Only Motor Sport except Speedway still Running Archaic System).

Need to Increase Spectator & Competitor Appeal.

(Half Field Parked in First Corner not Fair go in this Professional age).

**Points to Consider;**

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## **CHAPTER 20**

State to Run Qualifying for Entry to Championships.

### **REASON;**

Quality Fields.

Points System over Meeting.

Reverse Grid & More heats of Racing.

Can be over 2 or more meetings with point accumulated for each Race.

(This Item needs input from the Majority involved in our Sport for a Workable & Futuristic Format to be Introduced).

Recommended to be put forward to the AKA board and committee for future direction.

### **ADMIN ITEM 10 - Chapter 20 Preamble**

#### **Amend to read:**

The following regulations shall be strictly adhered to by any person or Club given the authority to promote the **AKA National Sprint Kart Championships (Easter) and a State Championship.**

### **ADMIN ITEM 11 – Rule 20.05**

#### **To read:**

20.05 Supplementary Regulations for National and State championships are to be prepared in conjunction with the Host club of the event and the State or National body that the sup regs pertain to.

**REASON:** These events are run in conjunction with the State/National bodies and the host club. This way when the Supplementary Regulations are sent in for approval which has been seen by all and approved by the State, therefore not requiring many changes.

### **ADMIN ITEM 12 - Rule 20.08**

#### **Amend to read:**

#### **20.08 Private Practice Prior to Qualifying at State or National Championships:**

The Promoters will make available the race circuit for a minimum of four (4) days for practice to all nominated drivers. These days for practice are to be within six (6) days of the commencement of the event and listed in the Supplementary Regulations. Practice timetables are to be circulated with the Supplementary Regulations and displayed at the circuit.

**REASON:** Track should be open to those that wish to practice for a State Championship. Many States close their tracks and only allow three days Practice before the event.

### **ADMIN ITEM 13 – Rule 20.14**

#### **Amend to read:**

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## 20.14 Entry Form

The provisions contained in the Entry Form herewith shall be read in conjunction with, and shall form part of these regulations. In exceptional circumstances the NKC may give approval for lesser entries in a particular class/classes to be run at **State Championship Events**. The initial request must be made by the promoting club and such decision may be made by phone hook-up.

**REASON:** Approval should only be for State Events not National as entries close 21 days prior to event for tyre pooling and by the time you seek permission it is too late for competitors to cancel or obtain accommodation/travel etc.

### ADMIN ITEM 14 – Rule 20.20 Events (Proposal 1)

1 **Classes for Easter National Championships 2006, 2007** are as follows:

<b>SENIORS</b>	<b>JUNIORS</b>
100cc Formula 100	
100cc Clubman - Light	100cc Clubman
100cc Clubman - Heavy	100cc National - Light
100cc Clubman - Super Heavy	100cc National - Heavy
<b>100cc Clubman Over 40's</b>	
100cc Formula Aust - Light	
100cc Formula Aust - Heavy	
<b>100cc National – Pro 145</b>	
<b>Leopard Light</b>	
<b>Leopard Heavy</b>	
<b>NOTE:</b> No additional classes shall be run at National Championships	

**REASON:** Withdrawal Formula Australia super heavy. For the past 2 years the entries have not been received for this class at the Nationals nor at state level in some state championships: We have not had a National Champion for this class for 2 years

Combining of Senior National classes - Senior National Heavy for 2005 was down on entries but this maybe due to the weight increase for 2005 large fields has been seen at previous Nationals.

Added in Clubman over 40`s as this is a growing class in all states and this class gives our more senior competitors a class where they are competing with others around their age group and not having to compete with 16 year old competitors. This class is ran at open meeting throughout Australia nearly every weekend.

Additional classes: If accepted as classes for 2006 Leopard Light & Leopard Heavy, These classes in some States are attracting some great fields with approx 52 entries at some open meetings, many club day meetings attracting

10 to 15. These engines are our future, so we should start including them in our National championship after all they are used in our domestic events.

**Proposal 2**

2 **Classes for Easter National Championships 2006, 2007** are as follows:

<b>SENIORS</b>	<b>JUNIORS</b>
100cc Formula 100	
100cc Clubman - Light	100cc Clubman
100cc Clubman - Heavy	100cc National - Light
100cc Clubman - Super Heavy	100cc National - Heavy
100cc Formula Aust - Light	
100cc Formula Aust - Heavy	
100cc National - light	
100cc National – Heavy	
<b>Leopard Light</b>	
<b>Leopard Heavy</b>	
<b>NOTE:</b> No additional classes shall be run at National Championships	

**Classes for the Australian Masters Games** are as follows

(3) add:

100cc Formula	<b>Age Categories</b>
100cc Clubman - Light	30 - 39
100cc Clubman - Heavy	40 - 49
100cc Clubman - Super Heavy	50 & over
100cc National - Light	
100cc National – Heavy	
Rotax Light	
Rotax Heavy	
<b>Leopard Light</b>	
<b>Leopard Heavy</b>	

**REASON:** The Leopard classes are used by many of our + 30 competitors, if the club didn't want the two classes then a combined class could be put in.

**ADMIN ITEM 15 – Formula Rotax Nationals**

**Add to rules:**



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20.24 National Championship events for promoter run classes (Standalone events) are as follows:

- a) The promoter has the right to select the venue.
- b) Allocation of National Championship events to be 2 years, with track inspection required one (1) year preceding the competition.
- c) Private Practice: The promoter has the right to determine the amount and time of private practice prior to a National championship event, however it shall be a minimum of two (2) days to all nominated drivers.
- d) During the conduct of a Standalone National Championships:
  - (i) No other karting events will be authorised in the same state without the written approval of the class promoter.
  - (ii) In OTHER states, only closed or normal sprint race meetings may be held.
  - (iii) No adjoining state is permitted to conduct a major event other than a normal meeting.
- (e) Additional (support) classes may be run at the discretion of the promoter.
- (f) Method of racing. The promoter may nominate other methods of racing as described in the AKA manual or as approved by the AKA.

**REASON:** At last years AGM there was an agenda item aimed at having the two Formula Rotax classes added to the Easter Nationals. As the promoter of this class, we are strongly opposed to this idea.

The stature and size of the event has grown with each year and we feel there are benefits to all involved in having this as a standalone event.

Additionally our records show that 80% of Rotax drivers live on the east coast of Australia. Therefore including the two Formula Rotax classes in the Easter Nationals would force the majority of Rotax drivers to travel long distances to compete when the event is held in some States.

**RECOMMENDATION:** The DPE be given consent to hold a stand alone event, however items d (i) (ii) (iii) are not acceptable and item F needs further consideration .

#### **ADMIN ITEM 16 - DPE ITEM 8 (?)**

We ask the AKA to please consider this alternative idea. We would require a response at the AGM so that we could carry out the necessary evaluation in time for 2007.

#### **ADMIN ITEM 17 - Rule 28 Non Tech Items**

Rule 28.11: Make the front sprocket of the Rotax Max engine a non-tech item.

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**REASON:** To enable the use of belt drive system in the Rotax Class. With the average price of a chain being around \$50, and only seeming to last 2 to 4 meetings before tight spots become apparent. With the ever-increasing cost involved with karting this could help encourage new competitors to this seeming diminishing class.

**ADMIN ITEM 18 - NEW RULE**

**Clutches:** Mandate compulsory fitting of clutch assembly with a form of starting without pushing. ie pull start, external starter(JICA type) or electric by 1<sup>st</sup> January 2007.

**REASON:**

2. Unless a fixed guaranteed date is set, manufactures will not spend money developing a system and we need a date to expedite the introduction of clutches.
3. Safety, remove all pit crew mechanics from out grid.
4. Safety no more pushing of karts to start them, especially a new competitor.
5. Safety, no re-start pushing on the race circuit.

**Concerns:**

1. Cost increase is certainly a negative. By making CES compulsory it will increase the cost of most current kart engines such as Yamaha J and Yamaha S (or their future alternatives by approximately \$1000 to \$1500. This would likely be less for a Comer engine as it already has a Clutch/Pull Start so it may increase by only approx \$500.
2. Some will certainly argue that this forced cost increase will increase the entry level price of a kart and hence have a negative influence on the number of people entering the sport.
3. On the other hand making CES compulsory well in advance and warning the market place may provide the window of opportunity for new engine options that have CES and are more cost effective to surface.
4. Whilst Clutch/Pull start (CPS) does not offer all of the advantages of CES it may be that for Midgets and Rookies classes that this could remain a workable compromise without causing an increase in the cost of this important entry level to the sport.

**RECOMMENDATION:** Alter to commence 2010.

**ADMIN ITEM 19 - Rule19.14 Consolidation of classes**

**Amend to read:**

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For events other than State and National Championships.

(a) Senior classes may be run co-jointly as long as track density rule is not breached

(b) Junior classes may be run co-jointly as long as track density rule is not breached

(c) Midget and Rookie classes may be run co-jointly as long as track density rule is not breached. Midgets will be gridded to the rear.

(d) When classes are run co-jointly, provisional licence holders must start at the rear of the entire field in all events. Refer definition 1.07

**REASON:** Better value for karters. Consolidation allows better use of time spent at track. Less time spent standing around doing nothing and more time spent on the track driving, which is what all karters want.

**Calculations:**

Assuming you ran the 12 classes separately (and there is nothing more boring than watching 6 karts drive around, all spread out)

8 laps @45 seconds, allow 2 warm up and 1 warm down lap. 8.25 minutes, allow 1.75 mins to get the class in and the next one out. = 10 mins per race

Each round of heats with 12 classes, 10 mins , 3 heats = 360 mins = 6 hours ( 30 mins actually spent on track)

or

12 laps @ 45 seconds, allow 2 warm up and 1 warm down lap. 11.25 minutes, allow the same 1.75 mins to get the class in and the next one out. = 13 min

**RECOMMENDATION:** All classes to be of equal performance.

**ADMIN ITEM 20 – Tyre Tender**

Tyre Tender for Midget, Rookies, Junior National, Senior National and A1 Evolution Classes to be for an All Weather Tyre.

**REASON:** Cost of Entry Level kept down.  
No Wet Weather Tyre needed.  
Time wasted at Race Meeting.  
Time wasted due to Changing Conditions and swapping tyres.  
Out Grid could become Parc Ferme with No Changing of Kart Specs.  
Ease of marking of Tyres at Race Meets.

**ADMIN ITEM 21 – CONTRACTS**

Clarification on procedures for the signing of contracts by the National Secretariat.

**REASON:** Constituently these should be decided by the NKC not just the Secretariat.

**ADMIN ITEM 22 – PIT CREW PASSES**

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AKA to make up a generic pass for everyone to use, this credential **MUST** be signed by the official and pit crew member. Should the Pit crew not have it at a race meeting then another form is to be completed.

Adding a number and name to the pass

***AKA Secretariat to put in place ASAP and forward out.***

### **ADMIN ITEM 23 – MINIMISING COSTS OF KARTING**

Look at opportunities for minimising the on going costs of karting, eg. harder compound tyres to extend their competitive life.

**REASON:** It is in the interests for the development of the sport to reduce costs, which are becoming an increasing unnecessary burden in some areas to the average karter.

**Member of Technology currently looking into this issue and report at the AGM.**

### **ADMIN ITEM 24 – REMO RACING Parilla Leopard 125cc Upgrade**

Throughout 2005 the Leopard class has grown significantly in stature to the stage where Remo Racing would now like to apply to the NKC for the upgrade of the Parilla Leopard 125cc Class from Experimental Status to Full Championship Status.

We believe that through careful management of the class combined with the quality, reliability and ease of use of the engine competitors around Australia have given a clear indication of their preference. Leopard has now reached significant numbers Australia wide that would be deserved of granting it National Championship Status. Since the introduction of Leopard we have offered a high quality product with minimal rule changes giving the competitor confidence in the Leopard class. This has been evidenced by the oversubscribed classes of Leopard Light that we are seeing in Victoria combined with the excellent growth in every State in Australia since the adoption of our National series.

### **Promoters Agreement**

Remo Racing if successful in this application would like to enter into a five-year promoters agreement with the AKA along similar lines to the Rotax Class. Given that we have been responsible for building the class and getting it to the stage that it is at now we feel this is the best option for both the AKA and Remo Racing. We have a vested interest in the class, only wanting what is best for the continued growth and development of Leopard in Australia. By working hand in hand with the AKA we believe that we will continue to see the growth that has been shown in the Leopard class during the past 24 months. Naturally there will be need to be a fee negotiated with the AKA for the benefits that come with the granting of National Championship status.

### **Class Rules**

Remo Racing believes that one of the key benefits of the Leopard class has been the consistent set of regulations that have been used in competition for the Leopard class. We believe that any bugs in the rules have been ironed out to the point where we are prepared to put pen to paper on a five year agreement with the AKA should this application be successful.

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### **National Championship Allocation**

If the NKC see fit to reduce the number of classes at the traditional AKA Easter Nationals then Remo Racing would be happy for Leopard Light and Heavy to be included at this annual event. Should this not be a possibility then we would be more than willing to run the National Championship for the Leopard classes as a stand-alone event. We would endeavour to run it in conjunction with our National series final in early November and would work hand in hand with the National Championship Coordinator to ensure that the relevant rules and regulations are adhered to.

**RECOMMENDATION:** Clarification on the class agreement required.

### **ADMIN ITEM 25 - Non-Conforming Equipment**

Confiscation of non-conforming equipment detected at race meeting by technical inspectors.

**REASON:** To get the non-conforming equipment out of the system forever.

**Recommend for discussion item at AGM with input from AKA technology member.**

### **ADMIN ITEM 26 - Clubman Control Muffler Levy**

Clubman control muffler levy to go into a budget for technical testing and equipment. (NKC to work out a levy or other means to support the cost required).

**REASON:** All the testing and a lot of the equipment that is done for the AKA is done without any reimbursement back to the person for their time or cost of their personal equipment used.

### **ADMIN ITEM 27 - Yamaha KT100SEC Electric Start Engines**

Yamaha KT100SEC (Electric Start) TAG experimental Class for introduction in 2006. The class would use the same rules as it is run in Japan. That it is a out of the box class the engines do not need to be blue printed you just put the motor on your kart press the start button and go racing.

Yamaha representative to present a proposal to the NKC.

### **ADMIN ITEM 28 - Rule 28.06 and 35.1.4**

As the class promoter of the Formula Rotax and Junior Max, DPE has the right to nominate the tyres used in these classes. We wish to inform the AKA that we are currently reviewing all the designated tyres for both Formula Rotax and Junior Max classes, with a view to either changing one or both for 2006.

**REASON:** It is a fact that the YGK Tyre is some years old now and improved technology means that perhaps a better tyre is available. Additionally BRP-Rotax have produced their own tyres mojo. This and other relevant factors will be considered so as to make the best decision in the interest of the competitors and the relevant classes.

**RECOMMENDATION:** Exclude Junior MAX from the submission.

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## ADMIN ITEM 29 - Historical Karting

### Definition of a historic Kart or Go kart

1. **A kart or Go kart that was previously listed in AKA or Cams rule Books that was raced prior to side pods being made compulsory .  
( National & Clubman classes are not acceptable In historic Class )**

The *sprit and intent* of this category is to promote the category to be known as historic karting preserve and to promote the history of karting in general. Karts will be presented for racing, as they would have in their era of their original competition; this is in regard to eligibility and specifications of the day.

The karts will be categorised as per their era as follows however the whole category covering all era's will known generally as historic karting. Historic karting will be a non-championship category.

#### **Era 1.**

From the conception of karting in Australia from 1959 until ***the first Australian championship***

***(Caringbah 12/6/1961)*** These Go karts to be known as "***historic go karts***"

**N.B** In 1961 the name Go kart become a registered business name owned by Azuza engineering of the USA hence the international karting federation changed the name of the sport from "Go karting" and adopted the current name of "karting" hence karts made before 1961 are known as go karts and after 1961 are known as Karts.

#### **Era 2**

Karts built from July 1961 until 31<sup>st</sup> December 1969 these karts are to be known as "***vintage karts***"

**N .B** Generally ERA 1 Go karts & ERA 2 Vintage Karts have straight-sided chassis Rails.

ERA 3 classic & ERA 4 post classic karts Will be of waisted-sided design as modern karts is.

#### **Era 3**

Karts built from 1<sup>st</sup> January 1970 until 31<sup>st</sup> December 1979 these karts are to be known as "***classics karts***."

#### **Era 4**

Karts built from 1<sup>st</sup> January 1980 until when side pods were introduced are to be known as "***post Classic karts*** "

***All karts must have a logbook covering their authenticity,*** which will be issued by the registrar of

Historic karts. The logbook will include a photograph of the kart and the following details

- a. The make of kart
- b. The era it raced in.
- c. Colour
- d. Class
- e. Owners name address
- f. Engine type
- g. History (if known)
- h. Current club
- i. Current Scrutineering history
- j. Race meeting's attended
- k. Type of fuel Used ( petrol or alcohol )
- l. Wheel Sizes & tyre sizes

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**Where possible AKA and CAMS rulebooks and creditable publications from the appropriate era's will be used for reference Purposes**

1. A form to be known as application for recognition will require the details as outlined in the logbook be provided to the registrar and 4 photographs will accompany the application 3 photos will be of **post card** size 1 being of **plan** and 1 being **Front** view and 1 being **Rear** view to be retained by the registrar and the 4th photo being of **passport size in landscape** to be placed in the logbook. The logbook will remain in use until such time as the book is filled. If the kart changes hands the registrar is to be notified and the change of ownership is transferred to the new owner.

2. To be allowed to race a log book will have to be issued, **karts without a log book will be restricted to demonstrations only under rule 13.01**

3. Historic Sprint Kart Formula **will be as per chapter 25 of the AKA manual except** for historic ERA kart specifications and rules And to include chapter 14

4 Tyres If the original Tyres are no longer Available a selection will be made from the AKA approved Tyres Chapter 23.09 1 Providing the selected Tyre will fit the original Rims without modification

5. Kart specifications will be controlled via the logbook and the registrar, prior to permission to be allowed to race in the historic category a log book containing kart details will be issued by the registrar A historic tech adviser or appointed technical person in historic will administer the regulations or a person who is nominated by the tech adviser to carry out their duties relating to historic karting only.

5. Historic karts **will be restricted to AKA events of significant importance** ie. Championships, major events as part of the sports overall promotion of karting in general to a maximum number of 2 outings per annum per club.

6. Licence's for racing will be an AKA competition licence however **a Single Event licence can** be issued to cover historic karters . Historic Karters Can Compete on single event licences , karters who compete in **more** than 3 events per annum will require a normal AKA licence) rule 13.02/3-(b) applies.. The applicant will go through due process ie. Club membership, medical where applicable, OLT if in force, flag duties etc.

7. Rule 19.14 a & d will apply to historic Karting.

A new rule 19.14 e. Stating that historic Karts cannot race or practice with modern karts that is Karts from when compulsory introduction of side pods and karts covered by rulebooks from 198? On.

8. Clubs wishing to apply for events for historic karts they are to be included the supplementary regulations for a race meeting and will apply as part of their normal application for a race permit however their historic Co ordinator will be included as an official of the meeting.

9. Drivers competing in historic events will present their historic kart and current AKA licence, scrutineering form and kart log book to the scrutineer (historic karts will not self assessed) To be scrutineered and marked off as a **AKA** licensed driver in the normal licence log and also as a record in the kart log book of the karts current race history and overall condition.

### **Recommendation to AGM**

**Consideration to be taken into account the following:**

**Single event licence & Scrutineering**

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**ADMIN ITEM 30 - FORWARD SUBMISSION FOR EVENTS**

1. 2006 - AUSTRALIAN CHAMPIONSHIPS FOR CIK CLASSES -

ROUND 1            Date:  
                         Track:  
                         State:

ROUND 2            Date:  
                         Track:  
                         State:

ROUND 3            Date:  
                         Track:  
                         State:

ROUND 4            Date:  
                         Track:  
                         State:

ROUND 5            Date:  
                         Track:  
                         State:

2. 2006 - NATIONAL CHAMPIONSHIP ROTAX CLASS

                         Date:  
                         Track:  
                         Host:

3. 2006 - NATIONAL CHAMPIONSHIP RESA CLASS

                         Date  
                         Track  
                         Host:

4. 2006 - NATIONAL DIRT TRACK CHAMPIONSHIPS

**State**            Date  
                         Track  
                         Host:



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5. **2006 - STATE DIRT TRACK CHAMPIONSHIPS**

Date:  
Track:  
Host:

Date:  
Track:  
Host:

Date:  
Track:  
Host:

6. **2008 - NATIONAL SPRINT CHAMPIONSHIPS**

Application from Launceston Kart Club

7. **2006 - National Sprint Kart Championships**

Entry Fee

8. **2006 – STATE SPRINT KART CHAMPIONSHIPS**

**2006 AKA Events Calendar – Draft1**

Date	Event	Club / Town	State
10/11/12 March	Victorian Open State Championships	GKCV – Todd Road	VIC
1/2/3 September	2006 Formula Rotax Nationals	TBA	
30 Sept - 1 & 2 October	NSW State Championships	TBA	NSW



PIT CREW PASS

VALID:.....

SIGNED:.....

OFFICIAL VALIDATION SIGNATURE

.....

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**Australian Karting Association Inc**

**AGM AND ANNUAL CONFERENCE AGENDA**

**TRACK SAFETY COMMITTEE**

# **SUBMISSIONS**



**Venue: The Hotel Grand Chancellor, Adelaide, South Australia**  
**Date: 26<sup>th</sup> – 28<sup>th</sup> August 2005**

**TRACK ITEM 1- RULE 20.02 Circuit Grading and Lengths:**

A Grade National Sprint Championships.  
Circuits to be a minimum length of 751m.

**Amend to read:**

**Rule 20.02 – Circuit Standard and Rule 18.04 National Sprints Championship**

**20.02 Circuit Standard:**

National and State Championships will only be conducted on circuits of a minimum 7 meters wide throughout their entire length. Straights to be a minimum of 8 metres wide (definition of a straight over 80 metres).

**Circuit Grading and Lengths:**

**International Events** - CIK/FIA Regulations apply.

**A GRADE** - National Sprint Championship.  
Circuits to be a minimum length of 750 x 7 metres.

**B GRADE** - National Dirt Track and all State Championships.  
Circuits to be a minimum length of 350 metres.

**C GRADE** - Open and Closed Meetings.

Maximum length of any circuit to be 1.7km.

These gradings are subject to the discretion of the NKC/SKC. A moratorium to year 2010 on track length and specifications subject to safety issues.

**18.04 Circuit Grading Criteria**

<b>GRADE</b>	<i>EVENT STATUS</i>	<b>CRITERIA</b>
<b>International A, B &amp; C.</b>	CIK/FIA International Events	Refer CIK/FIA Homologation Regulations
<b>A</b>	National Sprint Championship	Circuits to be a minimum length of 750 metres and a minimum width of 7 metres. Refer also to National Championships Organisers Manual.
<b>B</b>	National Dirt Track and all State Championships	Circuits to be a minimum length of 350 metres and a minimum width of 6 metres. In 2005 the minimum width will be 7 metres.
<b>C</b>	Open and Closed Meeting	Circuits to be a minimum length of 350 metres and a minimum width of 6 metres.

**REASON:** Delete 8 metre width from the Length section of Rule. Tidy up of wording with 7m in first line of Rule. 2004 width 6 metres and jumped to 8 metres in 2005. Limits flow on costs to Competitors

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## **TRACK ITEM 2 – Rule 19.29 Direction of Racing and 16.02 Kart Direction**

These rules relate to the approved direction of racing. The rules need to be discussed and updated. Penalties for not complying with the rules need to be very clearly stated.

**REASON:** As many tracks safety barriers and run off areas do not offer acceptable levels of protection with a change in direction and in fact become extremely dangerous. Driving into the end of a tyre wall or grid out gate can become a possibility.

## **TRACK ITEM 3 – Chapter 18 Track Safety Handbook**

The Track Safety Handbook to be put back in the AKA manual.

**REASON:** So that all karters are aware of what is required of a track inspector

## **TRACK ITEM 4 – Rule 18.09 SAFETY BARRIERS**

*delete wording “with washers on the outside of each tyre”*

**Amend to read:**

*delete wording “with washers on the outside of each tyre”*

### **18.09 Safety Structures**

#### **1. Safety Barriers**

Shall be designed absorb the energy from impact with a kart and to rapidly decelerate an out of control kart with minimum damage to both kart and driver.

#### **(a) Construction**

(i) **Tyre Barriers** - Barriers constructed of similar size automotive tyres securely bound in vertical stacks and longitudinally in a manner that forms a continuous flexible structure. Tyre barriers are constructed four tyres high, unless directed otherwise. With tyre barriers it is imperative that the tyres are bound together with strapping or synthetic rope or bolted or TEK screwed. Washers will be used each side of the tyre wall. If TEK screws are used, a suitable “speed nut” must be fitted to the thread end. Bolt or screw threads shall not protrude from the outside face of the completed tyre wall. The barriers are not attached to the ground so that they can move freely when hit by a kart. Tyres must be in good condition and no external metal strapping is permitted.

- (1) Addition to Rule 18.09 Part 1 Section (a)(vi) Fixings to become (vii)  
(vi) to be New Rule : Facing to read, Supply continuous belting face, Min 500mm High to the face of safety barriers in areas of frequent impact.

**REASON:** This will bring barriers in line with, NCHRT – 350. A prescriptive standard for safety barriers. Also will deflect kart along barrier instead of flicking kart around as often seen at present, thereby reducing the severity of contact.

### **NEW RULE**

#### **18.09 Safety Barriers**

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**18.09.1(a)(vi)**

**Facing**

Supply continuous belting face to safety barriers in the areas of frequent impact. Minimum height to be 500mm, minimum thickness 5mm.

**18.09.1 (a)(vii)**

**Fixings**

**ADD** to end of current wording

Facings to be secured with minimum 6mm dome headed bolt with washers and nuts internally only, to be fixed on every second tyre row top and bottom.

**TRACK ITEM 5 - Rule 18.09 Part 1(b)(iii)**

**Amend to read:**

“For the protection of all trackside officials posts, a double tyre barrier at right angles to the track will be constructed three (3) tyres long by four (4) tyres high with a minimum height of 720mm with a 300mm separation all tyres to be bolted together as per 18.09.1(a)(i)”

**REASON:** To create uniformity with construction of tyre barriers. Some tracks build their safety barriers out of different sized tyres, which over time move. By using the same sized tyres and bolted together, the construction does not move.

**TRACK ITEM 6 - Rule 17.02 Annual Inspection**

Should privately owned circuits be issued either an organising permit without any track inspection being carried out by Track Inspector.

**REASON:** It appears this is not the case in some cases and should be clarified.

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**Australian Karting Association Inc**

**AGM AND ANNUAL CONFERENCE AGENDA**

**TECHNICAL COMMITTEE**

# **SUBMISSIONS**



**Venue: The Hotel Grand Chancellor, Adelaide, South Australia**  
**Date: 26<sup>th</sup> – 28<sup>th</sup> August 2005**



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**TECHNICAL ITEM 1 - Rule 16.08 e (v)**

**Amend to read:**

- (v) Karts fitted with **an electric starter** may restart engine, and must resume racing within one lap.

**REASON:** Leopards do not have a battery ignition.

**TECHNICAL ITEM 2 - Rule 19.33.9**

**Amend to read:**

- 1 All motors must be fitted with sealing **nuts** appropriate for the respective type of engine unless specifically noted in class regulations. A Sealing Nut is an extended head or cylinder nut that has a minimum 3mm hole through one end that will allow the fitting of an engine seal/tag. **Each nut is to have a closed end.** The nut must not be able to turn or be removed once fitted with a seal.

**1. Engines with integral cylinder and head studs:**

The two (2) sealing nuts must be adjacent and 3mm hole must be above the head fins.

**2. Engines with head studs independent of cylinder studs:**

The two (2) sealing nuts must be adjacent and 3mm hole must be above the head fins. Replace one cylinder-retaining nut (cylinder to crankcase) with an internal hex cylindrical nut. To be fitted by the competitor or engine builder during assembly on the drive side for ease of checking.

**REASON:** Ease of Seal Fitment.  
Quick Checking.  
No Drilling of Head Barrel Fins.

**TECHNICAL ITEM 3 - Rule 19.08 Numbers**

**Amend to read:**

(Refer also Rule 25.13)

**REASON:** Typo. Currently this reads "25.17" which is clearly wrong

**TECHNICAL ITEM 4 - Rule 19.33 Change of Motors and Rule 19.33.10: This is in conflict with Rule 20.20.**

**Amend to read:**

**20.20 Engine and Chassis Sealing (State and National Championships)**

- a) All engines must be sealed in accordance with rule 19.33.
- b) A Plastic seal to be used for identification of chassis at National and State Championships.
- c) Engine seals will not be distributed prior to event

**REASON:** Needs better clarification between the two, or combine to make one rule.

---

**TECHNICAL ITEM 5 - Rule 22.01 Fuel /Fuel testing**

**REASON:** When a control fuel is not nominated we have many readings below 20 (even though the fuel is pulp), If we use a buffer solution (this is a known STD unlike the various pulp fuels). It will be a simple job to determine what the reading is above zero for various fuels.

**RECOMMENDATION: ON HOLD – Subject to further investigation**

**TECHNICAL ITEM 6 – Rule 22.01.2 ADD Reading to be no less than 0 or greater than +40.**

**Amend to read:**

**22.01 Fuel Testing:**

- 1 The digatron DT15 or DT47 series fuel testing kit will be the official **preliminary** fuel testing method to be used by the AKA and the State Karting Councils. **Reading to be no less than 0 or greater than +40.**

**REASON:** The current rule assumes instructions are with the gauge. A measurement is needed in case they are not.

**TECHNICAL ITEM 7 - Rule 23.11 Tyre Pooling**

Remove the word Damaged.

**REASON:** As this is contrary to Rule 19.34 or Delete line 6 from 23.11

**Two options for AGM.**

Option 1 – 23.11.7: increase to 15%.

Option 2 – 23.11: Competitors to purchase 6 tyres (3 front and 3 rears) but can only use 5 tyres throughout course of meeting to be managed by competitors. Rule 23.11.6 delete. 23.11.7 delete “in case of any force majeure”.

**TECHNICAL ITEM 8 - Chapter 25 (Add section for Clutches)**

**Amend to read:**

**25.17 Engines and Transmission:**

- (d) **Clutch:** Must be dry centrifugal type only. Clutches must be AKA registered and can only be run on the engines they have been registered for. Whilst on level ground the kart (with driver seated in kart) must start to move under it's own power, when the engine speed reaches 3000rpm or less. **Crankcases may be modified to permit fitting of clutch/starter assembly.**

**REASON:** Will smooth the transition as Clutches are Registered.

---

### **TECHNICAL ITEM 9 - Rule 25.03 Nassau Panel**

#### **Amend to read:**

May be used, provided they are no wider than 300mm (bitumen) or no wider than 500mm (dirt) and no higher than top of steering wheel and do not restrict the driver. Nassau panels must not protrude past the vertical plane of the forward most part of the nose cone. Legibility of race numbers see Rule 25.17.

**REASON:** Nose cones are now compulsory in all classes Rule 25.06

### **TECHNICAL ITEM 10 - Rule 25.25(2) Noise Induction**

Remove reference to rule 25.29

#### **Amend to read:**

The following classes: Open; Formula 100; and Piston Port are exempt from rule 25.24

**REASON:** As it does not exist.

### **TECHNICAL ITEM 11 - Rule 25.06(a)**

Re-write to indicate a minimum width for nose cones.

#### **Amend to read:**

Add to diagram Minimum dimensions will be 500mm.

**REASON:** Prevent people using toy 50mm wide nose cones inside main nose cone to act as a nose cone should main nose cone be lost during racing.

### **TECHNICAL ITEM 12 - Rule 25.13 (ii)**

#### **Amend to read:**

#### **25.13 Number Plates:**

- (ii) Number plates shall be coloured as follows
  - Senior Classes: Yellow number plate with black numbers
  - Junior Classes: White number plate with black numbers.
  - Rookie and Midget Classes: White number plate with red numbers. May have a Black surround of the Red number of no more than 3mm. The black must have no white between it and the Red. Numbers must still comply with 25.13(i)

**REASON:** Typo. Currently reads "25.27(i)" which is clearly wrong.

### **TECHNICAL ITEM 13 - Rule 25.09.2**

#### **Amend to read:**

#### **25.09 Exhaust System:**

- 2. Exhaust gases must all pass through the exhaust header pipe and the muffler and silencer (if mandatory) at all times.

**REASON:** Tidy up of the rule. The silencer is a mandatory part of the exhaust system and therefore the gases must flow through the entire system.

---

**TECHNICAL ITEM 14 - Rule 25.18 Glycol testing.**

**Amend to read:**

**25.18 Liquid Cooled Motors:**

- (c) Glycol base or soluble oil coolants are prohibited. Liquid used in liquid cooled engines may be subjected to an AKA approved test to determine if Glycol or soluble oils are present. Anti freeze hydrometer and litmus paper are approved methods.

**REASON:** Spell out what the "approved methods" are.

**TECHNICAL ITEM 15 - Rule: 25.26(c) / 34.25 / ETC REVIEW CARBURETORS.**

**Amend to read:**

- (c) It is permissible to repair the inlet seat and throttle shaft bore in the Walbro carburettor. Carburettor bore may not be resleeved.

**REASON:** Inspect example of a carburettor that has had material added to the throttle bore.

**TECHNICAL ITEM 16 - Chapter 26 Method**

**Amend to read:**

10. For Comers, if ANY resistance is felt as the cc test plug is inserted, it should be withdrawn, a plug thread tap wound in and out, with the engine upside down and the piston at BTDC, then the cc plug reinserted.

**REASON:** Spark plug threads cannot be repaired.

**TECHNICAL ITEM 17 - Chapter 26 – Generic Compliance Checks**

**Amend to read:**

Added to 34.19, 31.26.3 and 36.15

Note: Skirt length must be equal distance on both sides.

**REASON:** Prevent possibility of exhaust side skirt being over shortened to allow exhaust port to communicate directly with crankcase.

**TECHNICAL ITEM 18 - Rule 26.04 Port timing Check with AKA Piston Travel Gauges**

Allow the AKA Piston Travel Gauges and rods to be made available to Clubs and karters who wish to purchase them.

**Amend to read:**

26.04 Note: The PTG gauge is available from your State Secretary.

**REASON:** The gauges have now gone past being used as "Field Testing" when karters are being penalised when engines do not comply after being measured with the gauges. Karters should be able to build/check their engines to see that they do conform to our rules.

---

### **TECHNICAL ITEM 19 - Rule 28.11.1 Non Tech Items**

#### **Amend to read:**

1. Battery, Fuel filter, Radiator Hoses, Clamps, Pulse line, Switches, Ancillary Mounts, Fasteners, circlips, washers, bearings, spark plugs, gaskets, o-rings, engine sprocket, thermostats and housings, unless otherwise specified.

**REASON:** To enable the use of belt drive system in the Rotax Class. With the average price of a chain being around \$50, and only seeming to last 2 to 4 meetings before tight spots become apparent. With the ever-increasing cost involved with karting this could help encourage new competitors to this seeming diminishing class.

### **TECHNICAL ITEM 20 - Rule:28.02.5/6.**

Delete just the number 28.02.6, not the rule. Therefore what is currently 28.02.5 and 28.02.6 actually becomes just one long point, 28.02.5.  
28.02.7 then becomes 28.02.6

#### **Amend to read:**

6. Reserved
7. For sealing purposes the engine must have, on the ignition side, a minimum of 1.5mm hole drilled in, the rear cylinder hold down stud, the front water jacket cap screw and the upper reed block valve cover cap screw.

**REASON:** Points 5 and 6 should be read together, not interpreted separately.

### **TECHNICAL ITEM 21 - 28.20.3 Reed stops measurement.**

#### **Amend to read:**

- 28.20 3 The reed valve assembly is equipped with 2 petal stops and 2 reeds, each having 3 petals.

**REASON:** No longer relevant. NB Has been removed from the world rules for same reason.

### **TECHNICAL ITEM 22 - Rule 28.20 and 35.6 Reed block gasket**

#### **Amend to read:**

- 28.20 6 The addition of one genuine Rotax reed block gasket between the carburettor manifold and the reed block is permitted.

**REASON:** There are reports that in some older engines, an air leak can develop from between the carb. Adapter and the reed block. By permitting the use of just a single gasket there is no need for the replacement of the carburettor adapter and or the reed block. This is a low cost fix and in no way affects performance.

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**TECHNICAL ITEM 23 – Rule 28.32 and 35.17.3 Airbox drain hole**

**Amend to read:**

28.32 3 It is permissible to drill a single 5mm drain hole in the lower part of the intake silence (in the centre of the plastic injection mark).

**REASON:** For automatic draining of water from the air box in wet conditions.

**TECHNICAL ITEM 24 – Rule 41.18.1 Comer piston skirt chamfer (handout by George)**

**Amend to read:**

41.18. 1 Increase chamfer on Comer piston to 0.5mm

**REASON:** Current rule states maximum of 0.1mm chamfer on Comer pistons, yet they come from Comer Italy, with up to 0.5mm chamfer. Increasing this to 1.0mm will bring Comer in line with Formula Australia and Clubman engines, meaning simplicity for those carrying out engine compliance checks and also engine builders.

**TECHNICAL ITEM 25 - Rule 28.11 Rotax Non-Tech Items.**

**Amend to read:**

28.11. 1 Battery, Fuel filter, Radiator Hoses, Clamps, Pulse line, Switches, Ancillary Mounts, Fasteners, circlips, washers, bearings, spark plugs, gaskets, o-rings, Piston pin, springs, seals, clutch drum, engine sprocket, rings, starter motor, wiring harness, clutch flywheel, thermostats and housings, unless otherwise specified.

**REASON:** There is no way to confirm origin of parts.

**TECHNICAL ITEM 26 - Rule 31.23.6, 34.17.6 and 36.14.6**

**Amend to read:**

**31.23 Cylinder Head:**

- 1 Must be an original ARC casting.
- 2 The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be permanent and non-adjustable.
- 3 The combustion chamber style is required to have a squish band and chamber which are visually concentric to the spark plug.
- 4 The combustion chamber volume shall be a minimum of 11cc. (Ref rule 26.01)
- 5 The combustion chamber/squish area shall not protrude beyond the combustion gasket sealing face of the cylinder head.
- 6 The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.
- 7 OEM combustion chamber insert is permitted.

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### 34.17 Cylinder Head:

- 1 Must be an original ARC casting.
- 2 The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be permanent and non-adjustable.
- 3 The combustion chamber style is required to have a squish band and chamber which are visually concentric to the spark plug.
- 4 The combustion chamber volume shall be a minimum of 11cc. (Ref rule 26.01)
- 5 The combustion chamber/squish area shall not protrude beyond the combustion gasket sealing face of the cylinder head.
- 6 The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.
- 7 Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 32.5mm.

### 36.14 Cylinder Head:

- 1 Must be an original ARC casting.
- 2 The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be permanent and non-adjustable.
- 3 The combustion chamber style is required to have a squish band and chamber which are visually concentric to the spark plug.
- 4 The combustion chamber volume shall be a minimum of 11cc. (Ref rule 26.01)
- 5 The combustion chamber/squish area shall not protrude beyond the combustion gasket sealing face of the cylinder head.
- 6 The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis.
- 7 Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 33.2mm.

**REASON:** Necessary re-write to eliminate confusion.

### TECHNICAL ITEM 27 – Rule 31.28, 34.14, 36.12

Correct and revise port map to include a height measurement between top of exhaust port and top of transfers.

**REASON:** Necessary re-write.

### TECHNICAL ITEM 28 - Rule 34.21 Connecting Rod

**Amend to read:**

34.21 a Yamaha or KSI.

**REASON:** ARC don't manufacture 20mm big end eye rod.

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### **TECHNICAL ITEM 29 - Rule 38.01 Engines**

#### **Amend to read:**

38.01 YAMAHA KT100S, ARC SPEC 100A, ARC SPEC 100W, HYBRID, ARC SPEC 100A Air-Cooled/ hybrid.

**REASON:** Better weight and cost option.

### **TECHNICAL ITEM 30 - Rule 41.3 /40.9**

#### **Amend to read:**

40.09 1 The exhaust header and muffler can only be joined by a pipe or flexible tube with a wall thickness of a constant value, min 34mm id max 45mm OD.

41.03 **Braking:** Front wheel brakes are not permitted. (Refer Rule 25.08)

**REASON:** To clarify the rule as originally intended / alleviate misinterpretation.

### **TECHNICAL ITEM 31 - Rule 51.08.2 Axle**

Remove the sentence “a circlip must be fitted to each end of the axle to prevent the accidental loss of a rear wheel hub”.

#### **Amend to read:**

51.08 2 The rear axle must be one piece, 30mm nominal diameter, solid magnetic material. Maximum overall length is 1100mm and maximum rear measurement outside to outside rim and tyre is 1400mm. Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.

**REASON:** No other karting formula requires a circlip.

### **TECHNICAL ITEM 32 - Rule 51.09.2 Modifications**

#### **Amend to read:**

51.09 2 Removal of the governor mechanism and oil level switch. If the whole mechanism is removed, the holes in the crankcase must be sealed to prevent oil leakage.

**REASON:** The oil level is disconnected and has no function. Leaving the switch in place serves no purpose.

### **TECHNICAL ITEM 33 - Rule: 19.24 add – (e)**

#### **Amend to read:**

19.24 (e) Clutch driven motors must not be started until directed by the Grid Marshall. The drive wheels must remain stationary. The driver must be in kart.

**REASON:** It seems unsafe the current practice of fathers holding karts of the ground while young kids rev them up and it seemed reasonable for all clutch driven classes.



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### **TECHNICAL ITEM 34 - CONTROL EXHAUST**

Present results of testing to date, along with recommendations on the direction we should continue.

That the 3 final samples and test results from the 3 manufactures that have participated so far and the AKA test results will be presented at Conference. Manufactures to submit the price at Conference. Implementation still stands from 1 January 2006

**REASON:** As testing is still in progress at the deadline it is not possible to give a lot of feedback other than to say we are at last getting somewhere and will have a clearer picture by June, at this point it is envisioned that examples of the "pipe" will be available for the states to test prior to the AGM.

### **TECHNICAL ITEM 35 - Rule 25.05**

**Amend to read:**

25.05 1 Shall be effected by the operation of a full wheel or aircraft type wheel, but must have an outer rim of continuous cross section. Straight handlebars are forbidden.

**REASON:** Safety issues.

### **TECHNICAL ITEM 36 – Rule 25.17 Engines and Transmission**

**Amend to read:**

25.17 (e) Belt drives are permitted on all classes, except where the registered engine or clutch will not accept the belt drive system without modifications.

**REASON:** Left out of rulebook.

### **TECHNICAL ITEM 37 - Chapter 22 Fuel – Fuel testing**

Add to rulebook all AKA approved fuels (list). List to be supplied by Trevor White

**REASON:** There are some fuels sold to the general public from only one outlet in Australia. Testing of these fuels does not comply with our rulebook. These fuels are either imported or formulated for the specific customer.

### **TECHNICAL ITEM 38 - Leopard Carby - Set Rules**

Rule 45.11 **Cylinder**

**Amend to read:**

45.11 All ports must be of intended design conforming to drawings supplied by the manufacturer. No Modifications or grinding permitted Refer to Rule 26.04, Steps 1,2,3 and 5 for compliance checking procedure.

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### Rule 45.12 Cylinder Head

#### Amend to read:

45.12 Aluminium Cylinder Head must be of original engine manufacturer and conforms to drawing supplied by manufacturer. **No material to be added except for spark plug thread repair.**

### Rule 45.18 Carburettor

#### Amend to read:

45.18 (1) The only permissible carburettor is the TILLOTSON MODEL HL-334A/B. Carburettor Venturi must remain as supplied from manufacturer and conform to drawing supplied by manufacturer. Carburettor manifold must be original IAME. It is permissible to enlarge only existing fuel/air holes, they may not be deleted or relocated.

2 "B" Carburettor may be machined to "A" specs (not to be machined past the dump tube).

3 The progression discharge jet to remain in the "as cast area".

**REASON:** To establish.

### TECHNICAL ITEM 39 – Rule 25.24 Induction Silences

New Wording

#### Amend to read:

25.24 (f) It is permissible to drill a single 5mm drain hole.

**REASON:** To improve engine service life.

### TECHNICAL ITEM 40 – SSS Clutch

Reconfirmation of acceptance of the homologation/registration of the SSS Clutch manufactured by Strike Products.