



NATIONAL KARTING COUNCIL GENERAL MEETING AGENDA

2010

Capricorn Resort Yeppoon, Farnborough Road,
Yeppoon, Queensland
Friday 20th, Saturday 21st and Sunday 22nd AUGUST 2010

Starting time – 8.15pm

Australian Karting Association Inc

2010 GENERAL MEETING AGENDA

Kookaburra Room,
Capricorn Resort Yeppoon, Queensland

Friday 20th August 2010

Start time: 8.15pm

GM 1 Order of Business

- a. Opening remarks by Chairman
 - Declare pecuniary interests
- b. Open Meeting to Observers
- c. Apologies
- d. Minute procedure
 - Acceptance of digital recorder as an official recording of the purpose of minute taking by the minute secretary.
- e. Accept previous General Meeting minutes
- f. Business arising from minutes
 - NKC Meeting 5th & 6th June 2010

8.15pm – 8.35pm KIAA Presentation
By Edward Hauswirth

8.40pm – 9pm DPE Presentation
By George Turton

Australian Karting Association Inc
2010 GENERAL MEETING AGENDA
Kookaburra Room,
Capricorn Resort Yeppoon, Queensland
Saturday 21st & Sunday 22nd August 2010
Starting time: 9.00am

Saturday:

9am Council meeting commences
10.00am – 10.30am BAM Media

Sunday:

9.00am Council meeting resumes until completed

Item 1

Debtors
Simon Whiting to address

Item 2

Track Development Fund
Simon Whiting to address

Item carried over from June NKC Meeting:

Australian Karting Association Postal Vote Policy Changes

The 2010 rulebook has the following statement as the guidelines for Postal Votes within the AKA System.

Currently Reads

Postal Votes:

If a majority of delegates agree or at the Secretariat's/Executive request that it is necessary to hold a postal vote, it must be given in the way of an email, or other suitable means determined by the AKA. The vote must be received no more than 21 days after the date of notice of the postal vote by email or other suitable means determined by the AKA. If a majority of delegates permit the vote maybe received in a shorter period of notice. A non-response to the motion shall be recorded as a response in the negative.

Amend R 26 to now read: (this will be required to go to a special general meeting)

Please refer to the AKA Policy Document XYZ dealing with NKC Postal Votes.

In accordance with this policy once the National Office has prepared a postal vote it shall be circulated by email to the NKC Delegates with a copy to the State Secretaries. No vote shall be received for a period of three calendar days from the distribution date of the postal vote to enable the NKC time to discuss and debate the item put forward for decision. Notification of the result shall be communicated to the states once a clear decision has been decided.

Drugs in Sport Policy implementation date required.
Pam Arnett to address

Outcomes of Homologation Registrar Review
Harold Arnett to address

Australian Karting Association Inc

Technical Committee's

**Recommendations
to the NKC Meeting
21/22 August 2010**



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW

Date: 5/6 June 2010

Time: 9am

Item 1 – AKA Qld Tech Item 1

25.13 Number Plates

Re write (i) & (ii) & new rule (ix) as follows

- (i) Front and rear numbers must be a minimum of 130mm high and a minimum of 20mm thick, and be of plain or italic font similar to the sample below. They must be of the appropriate colour, and be placed on a full rectangular background of the appropriate colour, and have a minimum of 15mm to all edges of the background. For double digit numbers, there must be a minimum of 15mm spacing between numbers. The background colour must be a continuous unbroken rectangle, without highlight lines or contoured borders.
- (ii) Side numbers are required to be mounted on both sides of the kart on the outside surface of the side pods. They must be a minimum of 100mm high and a minimum of 15mm thick, and be of plain or italic font similar to the sample below. They must be of the appropriate colour, and be placed on a full rectangular background of the appropriate colour, and have a minimum of 15mm to all edges of the background. For double digit numbers, there must be a minimum of 15mm spacing between numbers. The background colour must be a continuous unbroken rectangle, without highlight lines or contoured borders. Where a hole is required in the outer surface of the side pod for external starters, the hole must not break into the rectangular background.

(ix) The Chief Lap Scorer, Chief Scrutineer & Clerk of Course decision as to legibility of numbers is final.

Reason:

Numbers of all styles and thickness, and with elaborate background designs are proving difficult to read. Contoured backgrounds, and backgrounds with highlight borders and lines detract from the clear legibility of the numbers. This rewording allows for fonts similar to the style illustrated in the current manual that are also quite legible.

Committee's recommendation to the NKC General Meeting:

All in Favour.

Reason: Further clarification to background.

Item 2 – AKA Qld Tech Item 2

25.22.2 (e) Muffler damage

Discussion required to clarify whether accidental damage to AKA14 and AKA39 mufflers applies only to the event where the damage occurred, or whether accidental damage is acceptable beyond that event (i.e. for the life of the muffler). If accidental damage is acceptable beyond the event where it occurs, define a maximum size and/or occurrence of damage. For example, it may be that one large dent of 50 Sq.cm is acceptable provided it is no more than 5mm deep, or several smaller dents of no more than 50 Sq.cm total area and no more than 3mm deep is acceptable.

Reason:

A significant number of mufflers have sustained minor accidental damage, and are still in use. Do we really require competitors to dump them?

Committee's recommendation to the NKC General Meeting:

1. Include pictures in web site to show limit all allowable damage

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2. Reword R25.22.(e) to read "Any accidental damagebreach of the rules for that previous heat should the damage be outside that allowed in the pictures"

Item 3 – AKA Qld Tech Item 3

Cameras on karts

Finalise requirements for acceptable type and mounting.

Discussion: Note that a GoPro weighs 167 gm with housing, so I put in 200 gms which should be ok

Committee's recommendation to the NKC General Meeting:

Suggested rule:

R25.31 Cameras are permitted on karts providing they conform to the following:

1. The camera cannot weigh more than 200gm and a recorder, if used, no more than 1kg.
2. The camera must be mounted to the kart with a "fit for purpose" mounting system that, in itself, does not pose a hazard to other karts or karters under any circumstances.
3. The camera itself must be secured to the kart using a multi strand tether wire or cable ties securely attached to the camera and an adjacent tie point on the kart. The security of attachment must not be dependent on any tension in the tether cable.
4. The camera or recorder cannot be mounted on the helmet or any safety apparel.
5. The camera must be mounted either forward of the steering wheel or behind the seat and can be mounted no higher than the top of the seat.
6. The direction the camera faces is free.
7. No optical flashing function is allowed.
8. If a separate recorder is used, this must be securely mounted in a "fit for purpose" cradle. Any connecting cable between the recorder & camera must be routed in such a way that it will not interfere with a driver entering or exiting the kart.
9. Maximum of TWO cameras to be used at one time

Motion carried. Unanimous

Item 4 – AKA Qld Tech Item 4

26.01 Cylinder Head Volume Measurement

Allow the use of digital A grade burettes, and their use is to be compulsory for State and National Championship technical inspections.

Reason:

Accuracy, repeatability, speed of dispensing fluid, with no argument for time taken, leakage past piston ring, hang up in burette etc.

Discussion: Motion Lost

Committee's recommendation to the NKC General Meeting:

Recommended: That we allow the use of a glass A grade or B Grade Burette.

Rewrite 26.01 to read : "To be measured by use of a glass A or B grade burette...(as before).....under gravity feed"

Item 5 – AKA Qld Tech Item 5

25.11 (iii) Skid plates or guards

The fitting of skid plates or guards to prevent the brake disc or axle sprocket and chain from contacting the track is prohibited.

A clear resolution on whether the devices currently fitted to some European karts as purchased contravenes this rule, and if not, under what circumstances they may contravene this rule.

Reason:

These devices are clearly designed to protect the disc brake rotor in particular. A typical style has a plastic wear block attached to a metal plate. Once the wear block is worn down, the metal plate may contact the track, and develop sharp edges capable of inflicting serious injury to a competitor in the event of an accident.

Committee's recommendation to the NKC General Meeting: Refer to Item 21

Item 6 – AKA Qld Tech Item 6

25.17 (k) and Addendum 3 – Clutch and Engine Table

Addendum 3 redressed the absence of the Zedtec ZD1 clutch. It specified the following classes where the clutch can be used:

- Formula Australia 31.20
- Clubman 34.11
- Senior National 36.09
- Yamaha 100 TAG 43.13

Clarification is required as to whether this clutch can be used in the following classes, as the amended table contained in Addendum 3 would suggest so, although the accompanying text has not included them:

- Junior Clubman 38.09
- Junior National 39.10
- Rookies 40.10
- Midgets 41.31

Committee's recommendation to the NKC General Meeting:

Alter appropriate chapters to include these 4 classes. Tidyup

Item 7 – AKA Qld Tech Item 7

Tyre Treatment

A program is required to identify substances that are available in the market place today, and a means to identify their presence. Some substances claim to soften tyres, in some cases, quite dramatically. Some substances claim to be non-detectable, even though they also claim to reduce tyre hardness by significant amounts.

Reason:

There is a strong suspicion that tyre treatment substances are in use.

Committee's recommendation to the NKC General Meeting: WA and Tas to do testing and report back.

Item 8 – AKA Qld Tech Item 8

Chapter 43 – Yamaha 100 TAG Class

Specify a set of technical inspection dimension to limit modifications to this engine. Typically, to include transfer port width in crankcase, crankshaft width, distance from crankcase deck to crankshaft, barrel height.

While no modifications at all are permitted, there is no way of determining conclusively whether modifications have been made. No dimensional checks are available. While a set of specifications may not eliminate modifications, it would severely limit the potential to make modifications.

Reason:

There are reports that owners are being told that their engine builders can make these engines more competitive than they are out of the box. Where there is smoke, there may well be fire.

Committee's recommendation to the NKC General Meeting: Queensland technical Officer to check homologation sample engine against Yamaha TAG 100 documentation and AKA Rule Book. If the measurements comply then we will scan the documentation and put on website under chapter 43 technical specifications

Item 9 – AKA Qld Tech Item 9

14.01.2 (a) Helmets

Review current standards for currency, and consider whether helmets approved to the DOT (US Department of Transport) helmet standard comply with acceptable minimum standards for karting.

Reason:

Helmets complying with DOT only are available in Australia.

Committee's recommendation to the NKC General Meeting: Withdrawn

Item 10 – AKA Qld Tech Item 10

45.21 Leopard RL 125 Exhaust and 45.38 Leopard X 30 Exhaust

Replace the drawing attached to 45.21 and add a drawing to 45.38 to define simple expedient inspection dimensions to identify the respective mufflers.

Reason: It is a breach of the technical rules to use the X 30 muffler with the RL 125 and vice versa. Dynamometer testing has demonstrated that the X 30 pipe allows an RL 125 to developed approximately 0.8 additional horsepower. The X 30 pipe dimensions are not immediately available in the manual, and the homologation drawings do not provide adequate simple dimensional checks on critical features of these pipes. The only distinguishing feature mentioned is the 'IAME' logo on the X 30 pipe. There is some concern that this could be disguised.

Committee's recommendation to the NKC General Meeting: Drawings to be put into technical specifications in chapter.

Item 11 - NSW Admin Agenda Item 2

Rule Changes: "EFFECTIVE IMMEDIATELY". There are too many technical changes - freeze rules for a period of time (2 years) – give stability to classes.

Committee's recommendation to the NKC General Meeting: Technical do not recommend, if changes are needed then they must be made. You cannot freeze it for 2 years

Item 12 – AKANSW Tech Item 1

The following items have been omitted from the 2010 manual

Rule 25.24 Noise Induction Silencer Diagram of the noise induction silencer needs to be added back into the manual.

Rule 25.26 Carburetor Diagram of the carburetor needs to be added back into the manual.

Rule 28.02 Addendum required for Rotax Engine Seals.

Committee's recommendation to the NKC General Meeting:

Re write Rule 28.02.6 to read "The engine is sealed at 3 locations, the cylinder head water jacket, the upper gear box case and the reed block using one single seal". Same wording needs to be added to to Rule 35.04

Effective 1st July, 2010

Also note

Note Rule 19.33.9.3 to be written to read: "Two (2) head studs to be replaced by sealing nuts with the exception of Rotax Max and JMax"

Item 13 – AKANSW Tech Item 2

Rule 25.11 Guards

Should Read

1/ Chain Guards: a chain guard is compulsory and must be designed to protect the driver in the event of a chain breakage and shall be of sufficient strength to withstand the impact of a flailing chain. All chain guards must be securely fixed at both ends. Sprockets not forming a part of the train must be removed.

2/ Engine Sprocket Guards: An engine sprocket guard is compulsory for all classes and must give sufficient front, top and side protection to prevent the driver from trapping his/her fingers in the chain.

The engine sprocket guard must be fixed to the engine with a minimum of two retaining bolts.

2a/ The OEM engine sprocket guard for the Parilla Leopard and the SQ Cheetah 125 may be modified as per the following diagram. The corners may be radiused to a maximum of 10mm.

3/ the fitting of skid plates or guards to prevent the brake disc or axle sprocket and chain from contacting the track is prohibited.

Reason:

We needed to rewrite the rule because the current rule has too many grey areas. The request is based on safety.

Committee's recommendation to the NKC General Meeting:

Leave items 1, 2 & 2a "as is" in the 2010 rulebook

Item 3 refer item 21

Item 14 – AKANSW Tech Item 3

Rule 25.30 Transponder Fitting Instructions

Add to rule 25.30 after the wording vertical / horizontal position.

Could you please forward these to the officials panel for ratification so we can send it to the Conference.

1. The wording in rule 25.30 transponders is very open and ambiguous.

I think the wording needs to be discussed at the Tech level and not be rushed like this was.

Rule 25.30 Transponder fitting Instructions reads as follows in the 2010 rulebook with comments in brackets:

AMB TranX transponders must be mounted in an appropriate bracket on the side pod of the kart in a vertical position (**some side pods are too thin of material to allow this and if they are mounted this way, if the side pod gets hit and the transponder becomes a missile**), no more than 30cm above the track surface and approximately 30cm behind the king pin line of the front of the kart (**where is the measurement taken to the front edge, centre or the outside edge of the transponder?**) There must be no metal or carbon fibre between the bottom of the transponder and the track surface. It is permissible to use additional cable ties to secure the transponder.

As we had some new ideas in the mounting, I (kps) have taken the liberty to draft these as I remember how the discussion went. On this basis, R25.30 could now read:

“AMB transponders must be mounted in the AMB supplied bracket in a vertical position, no more than 30cm above the track surface. There must be no metal or carbon fibre between the bottom of the transponder and the track surface. It is permissible to use additional cable ties to secure the transponder. The actual position could be on a side pod, however there can be difficulties in some cases due to the shape of the side pod. An optional and preferred location is central to the kart on a spacer bracket the is located between the front bumper front bar and the chassis front pedal support sub frame, these spacer brackets are commercially available”

(PS I have yet to come up with a proper name for these spacer brackets)

2. Rule 28.33.2

This rule should be the same as for the rookie and midget classes.

That all restricted classes have a separate header pipe and restrictor.

"Each engine must have its own restrictor and header pipe for sealing. No changing of header pipes or restrictor is allowed".

Committee's recommendation to the NKC General Meeting:

Item 1. See above draft

Item 2 Lost

Item 15 – AKANSW Tech Item 4

Rule 25.13(i) Number Plates

Number plates and numbers add to the wording in rule 25.13(i) the front to be Arial.

Committee's recommendation to the NKC General Meeting: Refer to Item 1

Item 16 – AKANSW Tech Item 5

Race numbers and backgrounds – at recent meetings competitors have been spoken to or charged with infringement of the rules in relations to numbers and backgrounds. With the advent of transponders, this is not as important as previously when required for lap scoring.

Committee's recommendation to the NKC General Meeting: refer Item 1

Item 17 – AKANSW Tech Item 6

Rear Crash Bars – make a larger target – non contact sport – plastic bar bars to be introduced over a 2-3 year period as mandatory.

Committee's recommendation to the NKC General Meeting: Lost

Item 18 – AKANSW Tech Item 7

National Standards for Scrutineer levels to be added to the Committee Conference agenda items.

Committee's recommendation to the NKC General Meeting: Passed, NSW to submit something on grading for engine measurers and scrutineers to go to the Conference Unanimous. WA to circulate Engine Inspection Guide to all techs.

Item 19 – VKA Tech Item 1

Chapter 32

Rule 32 .06 AKA Restrictor plates. Add: "Restrictor plates to have a maximum allowable thickness of 2.1 mm." After sentence endingstuds or bolts.

Reason:

These restrictors have no thickness measurement listed.

Committee's recommendation to the NKC General Meeting: Yes agreed unanimous

Item 20 – VKA Tech Item 2

Ban the use of Elf fuel.

Committee's recommendation to the NKC General Meeting: Lost

Item 21 – AKATAS Item 12

Rule 25.11(iii) Australian Kart Formula

Reword to read “Skid Plates or pads are permissible, but must be of non ferrous material. Skid Plates and/or guards that pass under the brake disc or engine sprocket and chain are prohibited. Any brackets that support such skid plates or pads cannot be lower than the skid plate or pads. Side plates or discs that are attached to the sprocket or carrier and are larger than the outside of the chain are also prohibited.

Reason:

Skid plates are now common on European karts and subjectively it would be better to have a skid pad touching the track surface than a brake disc or sprocket and chain.

Committee’s recommendation to the NKC General Meeting: Reword Rule 25.11(iii) to read “Skid Plates or pads are permissible, but must be of non metallic material. Skid Plates and/or guards that pass under the brake disc or engine sprocket and chain are prohibited. Any brackets that support such skid plates or pads cannot be lower than the skid plate or pads. Side plates or discs that are attached to the sprocket or carrier and are larger than the outside of the chain are also prohibited.”

Motion carried. Unanimous

Item 22 – AKATAS Item 13

Include reference to R25.21 (A). 6 to allow comer base gaskets to be of any material.

Add: “The cylinder base gasket is subject to Rule 25.21(a).6”

Reason: to fall into line with S and J engines and not is a performance item.

Committee’s recommendation to the NKC General Meeting: Gaskets are non tech

Item 23 – AKATAS Item 14

41.11 Midgets

After “.....return springs and fasteners”, add: “Fasteners securing clutch drum are free to facilitate the use of an external starter as long as components are no bigger than 19mm hexagon.”

Reason:

Comer starting ropes have a propensity to fail, leaving the kart inoperative. By allowing a simple fastener system, that overcomes the issue of the left hand thread, an external starter can be used to get the kart started.

Committee’s recommendation to the NKC General Meeting: Yes

Item 24 – AKATAS Item 15

19.33.10 General Standing Regulations

Add new rule 19.33.10.e “Tails on plastic seals to be left at full length”

Reason:

This was dropped from last years rule book with the advent of the bar-coded heavy metal cabled seals, however the plastic seals are still being used, particularly with chassis, so the above wording is still applicable.

Committee’s recommendation to the NKC General Meeting: New Rule 19.33.10.e as above.

Item 25 – AKATAS Item 16

Rule 25.22 (e) Australian Kart Formula

Clarify if this pertains to accidental damage, say for example in a previous heat or accidental damage from some time earlier than that actual heat or event, Eg 6 months ago.

Reason:

Ambiguous or not clear.

Discussion:

Lots of discussion, but not resolved. The thinking is that we might have pictures of an acceptable level of damage on the web site. However, the actual point is still moot

Committee's recommendation to the NKC General Meeting : refer addendum on new drawing

Addendum to be released immediately showing the new drawing to replace the incorrect drawing in 25.22.2 (*Addendum 17*)

Item 26 – AKATAS Item 17

Rule 34.19(& 31.26 & 36.15 & possibly 41.18)

Specify that the chamfer on the inside of the bottom of the piston skirt can be no greater than the specified outer chamfer and that the bottom face of the skirt to be flat.

Reason:

To tidy up the loose area. Note that there should be some timed window for this. Suggest an addendum ASAP stating this will be a rule for the start of 2011.

Committee's recommendation to the NKC General Meeting: Withdrawn

Item 27 – AKATAS Item 18

Chapter 28 & Chapter 35

Sealing nuts as supplied by IKD be compulsory for Rotax engines.

Reason:

To simplify sealing the engines.

Committee's recommendation to the NKC General Meeting: Any sealing fastener is acceptable as long as it can be used with the AKA seal

Item 28 – AKATAS Item 19

Chapter 28, 35 & 45

At the moment, we seal Rotax reed valves and not Leopard. Why?

Reason:

I suggest we seal neither as they are no different to other unsealed engine components. le; Carby

Committee's recommendation to the NKC General Meeting: The sealing nut have to have a minimum 3mm hole for the AKA seal and must be fit for purpose Unanimous

Item 29 – AKATAS Item 20

Rule 25.03 Australian Kart Formula.

Add “In a straight ahead position.”

Reason:

With common steering wheels, they have a flat top. When the competitor is questioned with the Nassau panel height they simply turn the steering wheel to the side and the height conforms.

Committee’s recommendation to the NKC General Meeting: Motion Lost, leave as is.

Item 30 – AKASA Tech Item 1

Rule 41.01 Engine Eligibility for Midgets

The tech committee investigates the parity issues between good and bad comer engines with a review to either phasing out the comer and replacing it with a new engine or resorting to the J. The Comer engine is fantastic in its lightweight, practical ease of use but the parity between engines is shocking. DPE reviewed the cost of having CNC ports, which the NKC rejected. One option may be to allow a grind to a line on specific critical port edges eg top of the ex port and transfer ports. From experience in the class 4 to five tenths between good engines is common. Competitors are buying 10 at a time to try and find a good one.

Committee’s recommendation to the NKC General Meeting: *DPE presented a survey to show parity is very reasonable with a series of charts showing some statistics of feedback from shops and customers and all these showed a very high level of satisfaction.*

No decision was really made, so it was left as just a discussion only with no further action required.

Item 31 – AKASA Tech Item 2

Rule 41.11 Engine Additions:

Rule reads, “Engine must be run with supplied clutch (Part No. S80 390 01)”

Change to read;

“Engine must be run with supplied clutch (Part No. S080 390 01). ”Clutch retaining nut/adaptor nut is non tech”

This then allows for the fitting of a double nut to allow for external starting of these engines in the advent of a recoil failure. Maybe a maximum weight/size needs to be implemented.

Committee’s recommendation to the NKC General Meeting:

Change clutch part number to S080-089

Item 32 – AKASA Tech Item 3

The Tech Committee review the appropriate weights for the 125 classes as there are many karts running in the lightweight class with kart weights in excess of 100kg. For some reason we have a max kart weight in Heavies of 100kg but it is OK for the lightweight class to have kart weights in excess of this.

Committee’s recommendation to the NKC General Meeting: Lost

Item 33 – AKASA Tech Item 4

Rule 45.40

Remove the wording

“The only permissible radiator is the one as supplied by IAME SPA and must carry an IAME identification.”

This then allows for the use of the smaller RL radiator, which was always the intent of the wording in Rule 45.23.

Committee’s recommendation to the NKC General Meeting:

Remo racing to be consulted and they make a formal request

Unanimous

Item 34 – WA Tech Item 1

ARC Engines

That the ARC engine be retained as an eligible AKA engine.

Reason:

There are many engines accepted as eligible, why not this one?

Committee’s recommendation to the NKC General Meeting:

Techs feelings are that the ARC be retained “as is” plus be included into Senior TAG Restricted

Unanimous

Item 35 – WA Tech Item 2

Chapter 37

Junior Performance

That there is a greater parity testing done on the Junior Performance Class before it is run in 2011.

Reason:

There are many discrepancies on the structure of this class. It needs to be tested correctly in 2010 before there is any consideration of implementing it in whatever form in 2011.

Committee’s recommendation to the NKC General Meeting: Testing is on going for this class with indications that Leopard and Rotax go to 155Kgs refer to NKC

Item 36 – WA Tech Item 3

Chapter 41

Rule 41.18

Add:

- 5. The second piston ring must be freely removable from its groove and must be able to support its own weight when fitted to the cylinder that is held in a vertical position. The piston and ring must not be modified in any way that could possibly prevent the ring from moving freely in its groove.**

Reason:

To clarify the uncertainty about this rule.

Committee’s recommendation to the NKC General Meeting: implement 1st January, 2011

Item 37 – WA Tech Item 4

Chapter 41

Rule 41.20

Change the word “broken” to “missing or not completely intact”.

Reason:

It could be a performance advantage to cut off fins instead of breaking them off.

Committee’s recommendation to the NKC General Meeting: Tech agree to this item Re write to read “**The dimensions....same.....and this finned rotor fan cannot have any fins missing or not completely intact**”.

This is not completely the same as discussed, but it would be dumb if we didn’t make it illegal to run without the full number of fins....your choice on this one.

Item 38 – WA Tech Item 5

Chapter 41

Rule 41.12.1

Add:

“**Gasket & Diaphragm kits are free**”.

Reason:

To allow longer lasting and cheaper alternatives, that are currently being used.

Committee’s recommendation to the NKC General Meeting : Gaskets & Diaphragms are non tech items. Implemented 1st January 2011

Item 39 – WA Tech Item 6

Chapter 27

Allow the inclusion of two current 125 engines (Rotax Max, Leopard, Fireball & Cheetah as per appropriate chapters with the exception of exhaust installation requirements). The engines would need to meet their individual class rules. The weights to be determined by the individual states to provide parity with the other engine/weight configurations in place. This will require the Open Performance class to allow a total of 250ccs two strokes (as above).

Given this and to make it clear, suggest that two rule changes be implemented:

R27.01.9. Twin 125 cc engines of the type Rotax Max, Leopard, Fireball & Cheetah as per their appropriate class chapters (with the exception of exhaust modifications for installation requirements. The engines would need to meet their individual class rules. The weights to be determined by the individual states to provide parity with the other engine/weight configurations in place.

R27.02.3. Twin 125 engines (as per Rule 27.01.9) to have a maximum combined cylinder capacity to be no greater than 256 cc

Reason:

To allow more engines into this class. A watercooled 100cc reed engine is of approximately the same power level as the 125cc’s, so that argument that they will be too powerful does not really hold.

Committee’s recommendation to the NKC General Meeting: Motion Passed

Item 40 – WA Tech Item 7

Chapter 25

Rule 25.17(j)

Change from 'All clutches must fully engage at or before 4500rpm of the engine' to '**All clutches must engage sufficiently to allow front wheels to climb test bar at less than 4500rpm**'.

Suggest to read '**All clutches must engage sufficiently to allow front wheels to climb test bar at less than 4800rpm**'.

Reason:

Tidy up wording. *Note this includes the increase on rpm based on the industry item from Strike Products.*

Committee's recommendation to the NKC General Meeting: Motioned passed Unanimous

Item 41 – WA Tech Item 8

Chapter 25

Rule 25.17(j)

Add:

R 25.17.(j).6. "It is not permissible to increase tyre pressures on the out grid after the above test, if the above test was conducted on the out grid prior to that tested class proceeding to their next race heat."

Reason:

A near flat tyre would easily roll over the test bar, giving a false result.

Committee's recommendation to the NKC General Meeting: Motion Passed Unanimous

Item 42 – WA Tech Item 9

Chapter 23

Rule 23.11.6 Tyres and Starting at Rear of Grid

Change the word "Competition" to "Race".

Reason:

If the scenario is that if a dry tyre is replaced with a 5th tyre and the next race is declared wet and everyone uses wets, does this mean the driver goes to the rear of the field with the wets or waits for the next dry race? Tidy up of the wording to avoid confusion.

Committee's recommendation to the NKC General Meeting: Rewrite sentence of 23.11.6. to read " Drivers receivingsame.....their next competition when that replacement tyre is next used.....the only exception....same.....Chief Scrutineer" and rewrite sentence in 19.34.5 to read : "For National and State championships.....same..... in their next competition when that replacement tyre is next used"

Item 43 – WA Tech Item 10

Chapter 23

Rule 23.11.6

Add:

“If it is deemed that a competitor has intentionally damaged a tyre, that competitor will be eliminated from that race meeting”.

Reason:

Obvious

Committee’s recommendation to the NKC General Meeting: Withdrawn covered in rule 23.11.6.

Item 44 – WA Tech Item 11

Chapter 22

Rule 22.04

Change to read “All flexible fuel line connections (but not pulse lines) are to be wired....same....

Scrutineer”

Reason:

The STO considers the need to secure pulse lines is not necessary. If they come off the engine stops, they are not a source of fuel leaks.

Committee’s recommendation to the NKC General Meeting : Motion Carried Unanimous

Item 45 – WA Tech Item 12

Chapter 25

Rule 25.24 KIAA Airboxes

Add:

“(q) It is permissible to provide a hole in the side flange to facilitate securing the airbox to the seat”.

Reason:

Has no effect on performance and allows competitor to make the best installation of the airbox to suit the particular kart.

Committee’s recommendation to the NKC General Meeting: Passed see discussion items below

Item 46 – WA Tech Item 13

Chapter 25

Rule 25.01 (g)

Change “these bars and plastic bumpers must be by the original manufacturer in all respects” to something simple like “Bumpers, either plastic or steel, must be constructed in a manner appropriate for the application in the opinion of the scrutineer”.

Reason:

The STO feels that the current wording is restrictive. Does this mean that if a number plate tab breaks off and a new one is welded the bumper is now illegal? If a kart chassis is made and another manufacturers bumper is used, is it illegal?

Committee’s recommendation to the NKC General Meeting: Delete the reference to original manufacturer

Item 47– WA Tech Item 14

Chapter 25

New Rule 25.18 g

“All overflow bottles to be empty prior to kart entering the out grid”.

Committee’s recommendation to the NKC General Meeting: motion passed. *Refer rewrite of R22.04 further below*

Item 48 – WA Tech Item 15

Chapter 25

Rule 25.22

Include new drawing that was omitted for the 2010 rulebook.

Committee’s recommendation to the NKC General Meeting: Addendum done (*Addendum 17*)

Item 49 – WA Tech Item 16

Chapter 40

Rule 40.09

Remove “Each engine must have its own restrictor & header for sealing. No changing or restrictor or header pipes is allowed”.

Reason:

Unnecessary expense. This rule is not applied to the Restricted 125 classes or the Junior Performance Class.

Committee’s recommendation to the NKC General Meeting: Motion lost.
No change

Item 50 – WA Tech Item 17

Chapter 31, 34 and 36

Rule 34.23, Rule 36.19 and Rule 31.31

Replace the crankcase width measurement with a suitable GO gauge (sample to be provided by WA).

Reason:

It is basically impossible to measure/inspect to an edge that is not at 90 degrees to the measuring plane.

Committee’s recommendation to the NKC General Meeting: further validation required.

Sample submitted and testing is currently underway.

Item 51 – WA Tech Item 18

Chapter 25

Rule 25.04

Undertray. Suggest that floor plan screws must face upwards only.

Reason:

Safety

Committee’s recommendation to the NKC General Meeting: withdrawn

Item 52 – WA Tech Item 19

Chapter 26

Rule 26.04 PTG Procedure

Reword to read:

Step 3 Add: “When checking the exhaust on the Comer SW80, Rotax Max 125, Rotax JMax, Fireball, Leopard, X30 & Cheetah, the exhaust checking groove (3rd groove down from top of rod) is narrow to define maximum and minimum exhaust duration. Hence, when checking the exhaust with the Ø5mm pin in place, the top of the gauge body must lie within the width of this (3rd) groove.”

Step 4 Change “..... Until it lines up with the second mark...” to read “until it lines up with the bottom edge of the groove used for checking the exhaust...” Note that similar changes will be required for the STO section as well.

Actually, there is no need to alter the STO (Rule 26.05) section as per the above so only R26.04 needs to be altered

Reason:

Current wording is incorrect.

Committee’s recommendation to the NKC General Meeting: Motion passed *Note that we must reword the STO section*

Item 53 – WA Tech Item 20

Chapter 28

Rule 28.21

Change from Exhaust Power Vale to read **Exhaust Power Valve Assembly**.

Reason:

To include all parts.

Committee’s recommendation to the NKC General Meeting: Motion Passed

Items from March 2010 NKC meeting

Discussion item 1.

Rule 41.18.5 – New Rule

5. Both piston rings must be fitted and must contact the cylinder bore in all places. Any attempt to reduce friction by artificially restricting either ring is not permitted.

Reason:

Some people have been using methods such as “pop marking” the piston to make the second piston ring ineffective in order to reduce friction, even though the ring is still present.

Comer carby kit – to be a non-tech item – as they believe that the use of other carby kits should be able to be used.

Committee’s recommendation to the NKC General Meeting: Done item
Refer Item 36

Discussion items 2

Bumper Bars (is this the same as item above marked)

Rule 25.01 g Bumper bars

This rule to be reworded – concerns on wording “original manufacturer” this should be taken out and the NKC would like to see removed.

The current new wording in the manual - delete first sentence and re write second sentence

Committee’s recommendation to the NKC General Meeting: covered elsewhere. *Refer Item 46*

Discussion item 3

KIAA Airbox

Clarification on whether the drain hole in the bottom is allowed to be covered? If this is allowed then a re-word of the rule will be required.

Discussion: withdrawn

Committee’s recommendation to the NKC General Meeting:

Discussion item 4

KIAA Airbox Flange

This to be reword in regards to the hole in the flange - allow extra holes so that it maybe securely attached. This needs to be re worded to allow for extra holes.

Committee’s recommendation to the NKC General Meeting: Create a new rule 25.24.1 (q) *“It is permissible to drill extra holes in the side flange for mounting purposes.” See Item 45*

Discussion item 5

Clarification on Damage ports – there is some concerns with this rule and NTC interpretation.

Rule needs to be re worded with the inclusion of - “these are not allowed to be presented at a State and National championships. “ as we did not include this part.

Discussion:

This was discussed with the thought that we could have a gallery of pictures of acceptable & non acceptable port damage. Techs currently collating pictures. All states to send photos to WA for collation and redistribution.

That a memo be sent to the National Technical Committee in regards to Rule 25.26 “No internal inspection required, ie covers will not be removed and only external measurements and visual inspection taken.

Discussion: ??? *No action required?*

Committee’s recommendation to the NKC General Meeting:

Discussion item 6

Clarification on Rotax overflow bottle/s.

Committee's recommendation to the NKC General Meeting: Rewrite rule 22.04

- a. **Fuel tank:** Shall be securely mounted in front of driver, made of leak proof material and mounted so that it does not project in a manner likely to cause a hazard or a spillage. All fuel containers to be fitted with a male connector or accept the flexible fuel line. The fitting of overflow bottle/s is compulsory. (minimum of 100ml holding capacity). internal
- b. **Fuel lines:** All flexible fuel line connections are to be wired or clipped to the satisfaction of the Scrutineer. Fuel taps are optional.
- c. **Float Carburetors:** Karts fitted with float carburetors must have capped catch tank (minimum of 100 ml holding capacity) included in the carburetor vent system to catch surplus fuel in the event of the carburetor flooding.
- d. **Pulse lines:** It is not compulsory to wire or clip pulse lines.
- e. **Fuel Cooling systems:** No onboard fuel cooling system is permitted that attempts to cool the fuel *below ambient temperature*.
- f. **Overflow bottles.** All overflow bottles to be empty prior to kart entering the out grid

Items from National Technical Coordinator

Discussion Item1 - Helmets

DOT approved (mandatory for general sale in the US).

DOT only implies a self certification, but a helmet cannot be sold in the US of A without DOT approval. It would seem that many DOT approved helmets are actually certified through independent testing agencies.

Snell 2005 approved (optional for general sale in the US), as well as AS1698 approved (mandatory for general sale in AUS).

Committee's recommendation to the NKC General Meeting: decide to leave as is.

Discussion Item 2 – IKD Exhaust & other items

BRP-Rotax have advised IKD of a minor change to the way that the silencer is mounted on the Rotax exhaust system.

To reduce the instances of the exhaust system cracking, in the future, the silencer will be attached by way of 2 springs rather than the current method where it is welded on.

There is no change to any "internals" within the exhaust system it is only a change to the way in which the silencer is attached to the system.

Therefore no official application is required to the AKA and the new exhaust system is fully legal within the rules as they are.

This email is for your notification purposes only so that you are fully informed.

IKD does not expect that we will have engines with this exhaust system or spare parts sales of this exhaust system for at least another 3 or 4 months but obviously they will start to flow through when our current stocks are exhausted.

The official Rotax release is attached

Committee's recommendation to the NKC General Meeting:

Muffler: Techs agree it is not an evolution change and there is no difference between the mufflers

Clutch Hub: Agree with evolution application

Balance gear: Agree with evolution application (*Addendum 13*)

Carburettor main jet access nut: Treat as non tech.

Barrels: Include #223993 & remove any reference to deletion of original cylinder (#223997) *Barrel #223996 added and Addendum 14 released*

Crank difference: Include two part numbers (or photos pictures describing the difference of short & long) in rule book. *I think that IKD were going to check this out*

Power valve: Allow one only sensor to be used to detect valve movement

All of the above have been agreed to by the techs

Discussion Item 3 – Chapter 25

Ch 25. Exhaust spacers &/or flexs must have "substantially square, flat and functional sealing end faces" ????

Committee's recommendation to the NKC General Meeting: rewrite rule 25.22 (h) *to read:*

"For Classes subject to AKA 14 & AKA 39 Control exhaust pipes. The exhaust header pipe and muffler can be joined by a pipe or flexible tube with a parallel bore in the section through which the exhaust gases pass and be of constant wall thickness and must have substantially square, flat and functional sealing end faces with a minimum 36mm ID maximum 46.5mm OD. Exhaust spacers are allowed and must be of material equal to the permitted size of the joining exhaust flex or pipe, be of parallel bore, and must have substantially square, flat and functional sealing end faces".

Discussion Item 4 – Home made chassis?

Committee's recommendation to the NKC General Meeting: Discussed.

Discussion Item 5 - Yamaha (S&J) Crankcase width

Basically it is impossible to measure the actual edge of an angled face as we are expected to check the 97.5 & 81.5 respectively.

Reason:

As an alternative, that a simple, laser cut, GO gauges that would register on the curvature of the crankcase cut out passages, approx 5mm down from the crankcase/cylinder interface. Should the flat sections not touch the crankcase face then the engine deemed illegal. If a crankcase was machined too low, this would go against the engine, but this would only be a small factor.

Ken Seeber to bring along some samples.

Committee's recommendation to the NKC General Meeting: Further testing will be untaken. *Refer Item 50*

Ken Seeber left the room because of pecuniary interests.

Discussion Item 6 – Strike Products correspondence

Document attached

Committee's recommendation to the NKC General Meeting: Motion Lost. Techs recommend *All clutches must fully engage at or before 4,800rpm of the engine.*

Refer Item 40

Discussion Item 7 – Comer 11T Sprocket

From day 1 to the 2006 manual it lists that you must run a 12 tooth sprocket.

Did DPE request that this is not listed in the manual from 2007? – just cannot find an agenda item on it.

There is some different opinions as to whether using an 11T drive sprocket/drum on a Comer is legal or not. As rule 25.21 states engine sprocket is a non tech item – is this correct when applied to Comers or not?

Discussion:

Techs agreed to allow the 11T sprocket, effective 1st July. See [Addendum 15](#)

Extra Items:

1. That all technical specifications within each class chapter are not in the rulebook, but are only accessible via the AKA website. Any addendums are immediately integrated into the chapter and not stand alone as they currently are. Also allowing the concept of including photos, diagrams etc showing certain details that are not easily described in words.

Committee's recommendation to the NKC General Meeting:

All in favour

Reason: To simplify the rulebook and to provide quality up to date rules in the one place.

2. The following drawings be fixed:

- AKA muffler *Done Addendum 17*
- Walbro carb *Put back drawing that was left out of 2010 rulebook, but was in the 2009 rulebook*
- Comer crankcase *Current drawing is illegible & distorted*
- SQ cylinder *Add drawing that shows dimensions of port machining*
- AKA 43 noise induction silencer *Put back drawing that was left out of 2010 rulebook, but was in the 2009 rulebook*

3. Homologation chapter: The issue of doubling the evolution fee within a calendar year be reviewed, particularly with an important safety or failure issue. Ultimately the karter will wear the extra cost being carried by the "importer". *An NKC decision required.*

4. St George Evolution applications.

a) Change for clutch shoe assembly (paperwork previously sent out) to prevent over-opening. *Seen and approved by Techs*

(b) PRD Carburettor. (Paperwork in office) Application to use a PRD made carburetor as an alternative to the original Tillotson

(c) Reed manifold. (Paperwork previously sent out).

Discussion: *Techs agree with Items (b) & (c) but with dyno and on track testing of the carburettor old and new combinations with reed block combinations.*

Addendums approved by the NKC.

Addendum for Rotax

Item 1

Rule 28.31 and 35.19

Clutch

Change from "*Both genuine Rotax clutches are permitted (Rotax Part #634909 and #659902)*" to "*Only genuine Rotax clutches are permitted (Rotax Part #659902 and #659907)*"

Techs recommend to the NKC this item be effective immediately
(Addendum 12)

Item 2

Rule 28.23.7 and rule 35.12.6

Balance Gears

Change to "*Both the plastic balance gears (Rotax part #234431) or the steel balance gears (Rotax part #234436 and 234435) are permitted*".

Techs recommend to the NKC this term be effective immediately
(Addendum 13)

Item 3

Rule 28.18.4

Cylinder

Change to "*Cylinder has to be marked with identification code: 223997 or 223996 or 223993 (illustration 2, (2))*".

Techs recommend to the NKC this item be effective immediately.
(Addendum 14)

Item 4

41.11 To read: "*Engine must run with OEM supplied clutch (part number S080-089). Either 11 or 12 tooth Comer clutch drum can be used*".

Eligible to start 1st July 2010

(Addendum 15)

Item 5

Rule 25.17k

Remove "Ital Red s (Short Shaft)(Spec 1, Spec 2, Taperlock)"

Change to: "Ital Red s (Short Shaft)(Spec 1, Spec 2, Spec 3 Taperlock, Spec 4 Taperlock)".

Effective immediately

(Addendum 16)

Item 6

Rule 25.22.2

Delete current drawing

Replace with new correct drawing

Techs request this be effective immediately

(Addendum 17)

Item 7

Rule 36.12

5 is forbidden

(Addendum 18)

Acceptance of the Subaru engine

Homologation of the Subaru engine – paperwork correct to be introduced into recreational only. Should it be for competition then further technical paperwork and inspection will be required.

Item from CIK Delegate - Chapter 27 Open Performance Class

Change 27.09 to read "Any AKA or CIK approved engine"

The words "or CIK" have been added into this rule to bring it into line with R27.01 2 which states exactly that.

Reason:

27.01 2 allows CIK homologated engines but R27.09 knocks them straight out again. It is a tidy up.

Australian Karting Association Inc

Administration Committee's

**Recommendations
to the NKC Meeting
21/22 August 2010**



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW
Date: 4th June 2010
Time: 7.30pm

Meeting Commenced Friday 4th June at 8.00pm.

Item 1 – AKANSW Admin Item 1

Rule 17.12

17.13 Head Sets and Communications

(b) It is a requirement of the permit that at all race meetings that the following officials are supplied with head sets and communication – Clerk of the Course, Stewards, Starter, Grid Marshall and Scales Marshall and recommended for all other officials.

SHOULDN'T THIS ALSO INCLUDE FLAG MARSHALLS. OTHERWISE HOW ARE THEY TO BE NOTIFIED ABOUT WHEN/WHERE TO DISPLAY CORRECT FLAGS

Committee's recommendation to the NKC:

Lapsed

Item 2 – AKANSW Admin Item 2

Rule Changes: "EFFECTIVE IMMEDIATELY". There are too many technical changes - freeze rules for a period of time (2 years) – give stability to classes.

Committee's recommendation to the NKC:

Recommendation: Administration committee does not agree, item referred to technical committee.

Item 3 – AKANSW Admin Item 3

Engine Starting Area's – should be allowed to start engines in your pit area.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 4 – AKANSW Admin Item 4

Agenda Item from the Timing Officer at the 2010 Nationals:

On Sunday morning we were challenged on the method of resolving ties in points when generating the grids for the finals.

On closer examination of the rule book I have found a contradiction that is not implemented in the CM:S application.

Rule 19.21 states that ties for points are resolved first by count back, then by qualifying time (if there was qualifying) and then by last race and this was what CM:S does.

Rule 20.22(1)1g for National and State titles (also 20.22 2 (9)) states that ties for points are resolved by qualifying time.

I don't want to complicate CM:S by having 2 methods for something so trivial. I suggest the executive decides which method will be used and change the rule book. An amendment (or software change) may be needed before the next state title event.

My suggestion is, Rule 19.21 be modified so that the count back is used when there is no qualifying, and qualifying times used when there is qualifying, then it will agree with Rule 20.22 which is what the top guys are used to at big meetings.

Committee's recommendation to the NKC:

Recommendation: CM:S system has to comply with the Rulebook. States and Nationals are run as per Rule 20.22.

Reword Rule 19.21

In the circumstances of a draw, the winner is to be determined by a count back system as follows: The winner to be the competitor who has scored the highest number of first placings, then the highest number of second placings and so on throughout the relevant event. Should there still be a tie (with placings checked), winner determined by the higher placing in the final race of the event.

In the circumstances where there is a draw for a grid position for a heat then the grid position for the heat will be determined by a random draw.

Item 5 – AKANSW Admin Item 5

Rule 13.15

School Licences

Add to rule 13.15(ii)

School licence (Grade F) holders must satisfactorily obtain two school endorsements and compete at three meetings as a D Grade Provisional driver and have their licence endorsed after each meeting.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 6 – VKA Admin Item 1

Chapter 18 - Rule 18.12 Paddock Area

Recommendation that covered foot protection to be worn in the Paddock area at all times.

Reason:

Too many walking through the paddock with thongs on.

Discussion:

Hard to police when we allow public in this area but believe that signage around this area would help. After discussion it was determined to cover wearing of covered footwear under signs.

Committee's recommendation to the NKC:

The recommendation is to include this in rule 18.25 Official Signage – Recommendation covered footwear be worn at all times (practice/race meeting) whilst in paddock area.

Item 7 – VKA Admin Item 2

Chapter 20

Delete C in the table – this is not related to Chapter 20.

Committee's recommendation to the NKC:

Delete C in the table – this is not related to Chapter 20.

Item 8 – AKATAS Item 3

Is a driver who has entered a race meeting deemed to be eligible to enter another class in that competition without being considered a late entry?

Reason:

In Tasmania if a driver enters as a *late entry* (i.e after the closing date) then he/she incurs a late entry **penalty**. Clarification is needed as to whether that driver is in fact a late entry when they have already entered the competition in another class.

This may also need to be clarified in/added to the definitions for Competitor/Entrant- refer to 1.07 Definitions: (General)

Committee's recommendation to the NKC:

No recommendation required.

Item 9 - AKATAS Item 4

The issue of self-scrutineering should be reviewed as the current rules do not take into account that Midgets / Rookies / Juniors can currently self scrutineer if they are 'B' Grade drivers. That appears to be the only current stipulation for self-scrutineering - that the driver holds a B Grade licence.

Reason:

Given that many parents do not know how to adequately prepare or maintain a kart for racing, it is considered that Midgets / Rookies / Juniors (A, B & C Grades) should have their karts scrutineered by a Scrutineer, and that this be a mandatory requirement before this group of karters is permitted to race.

Proposal: Self-scrutineering to be carried out by only Karters over the age of 18 and a definition included in 1.07 Definitions: (General)

Committee's recommendation to the NKC:

Recommendation – we believe that no one under 18 yrs sign off on scrutineering. This is a state issue. Refer to scrutineering form.

Item 10 – AKATAS Item 5

New Officials ring binder handbooks in A5 format. A5 Addendum and rule changes inserts for Officials binder to be printed, punched and supplied to states.

Reason:

Professional insert supplied. Inserts should be printed on the same gauge paper as in the folders supplied as new page inserts.

Committee's recommendation to the NKC:

No recommendation required. Each state has this under control.

Item 11 – AKATAS Item 6

17:12 (j) Safety of Karters and Officials

Clarification of 'Race Official' and 'other officials' re wearing of different coloured Safety Vests

Reason:

This may be clarified in/added to the definitions as Officials - refer to 1.07 Definitions: (General)

Committee's recommendation to the NKC:

Recommendation: **Reword 17.12j** –

AKA Orange vest for all Officials listed on Supplementary Regulations except for flag marshalls who wear AKA official green/yellow vest. Anyone else entering the circuit needs to wear a non AKA green/yellow vest.

Item 12 – AKATAS Item 7

13.01 Application for a Licence - Preamble

'To apply for the issue of a 'new AKA Licence' or the renewal of an 'existing AKA licence' , either, contact the Licence Secretary of your chosen club, or, go to .karting.net.au , click on the 'Apply for Licence' button and follow the prompts.

REWORD:

To apply for the issue of a 'new AKA Licence' contact the Licencing Officer of your chosen club, for the renewal of an 'existing AKA licence', go to .karting.net.au , click on the 'Apply for Licence' button and follow the prompts.

and also add

... enquiries re Lapsed licences or expired licences should be directed to the State Licencing Officer or State Secretary... given outcome of 13.03 and 13.05

Additional suggestion to show process:

- New applicant goes to .karting.net.au, follows prompts then takes application to club OR goes directly to club where they help apply online.
- A temporary licence is issued
- Club forwards documentation ie: birth certificate to State Licencing Officer/State Secretary
- When received licence is processed and card printed

Reason:

The wording is confusing Karters as new applications are processed and finalised by the State Licencing Officer or State Secretary, after initial application is made by the Club Licence Officer, especially when read in conjunction with:

13.01 (4) Persons under eighteen years of age are to produce a birth certificate to the State Secretary before the issue of initial licence
Karters don't understand the timeline of the process.

(Note TAS requires proof of current paid membership and licence fee payment and sighting birth certificate if relevant which is normally done by the State Licencing Officer/State Secretary after the club licencing officer initiates an application in the AKA System)

Committee's recommendation to the NKC:

A reword of this will be done in conjunction with BAM.

Item 13 – AKATAS Item 8

13.01 (4) Application for a Licence -

13.01 (4) Persons under eighteen years of age are to produce a birth certificate to the State Secretary before the issue of initial licence

Clarify what is 'initial licence' in regard to never held a licence (13.03) or lapsed licence (13.05)

Reason:

From 13.03 New AKA Licence

'A person who has never held an AKA licence shall, using the AKA Licencing System, apply for the issue of a D Grade Provisional Licence as per rule 13.15.2'
(This is an initial licence?)

Also

From 13.05 Lapse of Licence

'Drivers who have allowed their licence to lapse for a period of three (3) years or more shall be regarded as applicants for a D grade Provisional Licence'

Does this then become a new initial licence?

Suggest that ' 13.01' is added to wording of 13.03

And definitions for New Licence, renewal licence, lapsed licence and expired licence are included in 1.07 Definitions (General)

Committee's recommendation to the NKC:

Discussion – Never held a kart licence - is their initial licence.

Lapse licence: is a new renewal.

Item 14 – AKATAS Item 9

13.16 Single Event License

Reason:

Typo tidy up

13.16 Single Event Licence

Committee's recommendation to the NKC:

Recommendation: Administration correction only.

Item 15 – AKATAS Item 10

Licence Swipe Cards

It is considered that, at present, the cards do not contain sufficient information.

Reason:

As a minimum, the cards should also state drivers' Date of Birth and Licence Grade so that anyone who needs to view the licence has sufficient information at hand to make whatever decision is deemed necessary at a particular time with respect to a particular driver.'

Committee's recommendation to the NKC:

Recommendation: Tasmania to address this as a state issue.

Item 16 – AKASA Admin Item 1

Add to rule 20.22.2(15)

(15) Grid positions for Final are based on the points gained during the 3 Heats. Driver with the lowest points to grid 1, next to grid 2 and so on up to track capacity, compete in the Final. Drivers with equal points up to track capacity, grid positions will be determined by best qualifying time.

In the event of any withdrawals from the qualified capacity grid for the final, competitors will be moved up and vacant grids filled with the next available qualifier, up to track capacity.

Reason:

To maintain a capacity final grid in oversubscribed classes

Committee's recommendation to the NKC:

Recommendation: To accept above addition to rule 20.22.2(15).

Item 17 – AKASA Admin Item 2

It became evident at the National Championships at Puckapunyal this year that we may need to take another look at the current format for this event. When considering format changes for this event, it must be remembered that the event may not always be run at a venue with a track capacity of 40 karts. The following is a suggestion for adoption that will offer greater flexibility no matter what the track capacity.

20.22 Method of Racing for: NATIONAL SPRINT CHAMPIONSHIPS:

1. **UNDER-SUBSCRIBED CLASSES: UP TO TRACK CAPACITY. (2 x timed qualifying, 2 heats, pre-final and final)**

(a) **Timed Qualifying**

Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)

2 x 4 minutes qualifying sessions.

First qualifying session, lowest kart number to grid 1 and so on.

Second qualifying session, highest kart number to grid 1 and so on.

(b) **Heats**

Heat 1; Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7km minimum.

Heat 2; Grid positions as per qualifying, fastest time to grid one, and so on.

To be run over a distance of 7km minimum.

(c) **Pre-final**

One pre-final. Lowest accumulated points from heats one and two to grid one, and so on. Pre-final to be run over a distance of 11km minimum.

(d) **Final**

One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.

Final to be run over a distance of 16kms. minimum.

Finishing order of the final determines the winning positions in each Championship Class.

-
- (e) All competitors must register a qualifying time and compete in the first heat to be eligible for grid positions for the Pre-Final and the Final.
 - (f) Karts underweight will be excluded as per rule 5.03.2, except during timed qualifying when rule 19.17(e) applies.
 - (g) Ties between karts on points from heats will be decided by qualifying times.
 - (h) Point Score System for Heats:
 - 1st - 0 Points
 - 2nd - 2 Points
 - 3rd - 3 Points and so on with one point being added for each place.Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

2. OVER-SUBSCRIBED CLASSES: GREATER THAN TRACK CAPACITY.

The race format for over-subscribed classes will be dependent upon the number of entries received over track capacity.

Race Format 1 will be used for over-subscribed classes < or = to 125% of track capacity.

Race Format 2 will be used for over-subscribed classes > 125% of track capacity.

The maximum number of entries that can be accepted for any class will be an amount equal to twice the track capacity.

(1) RACE FORMAT 1.

OVER-SUBSCRIBED CLASSES < OR = TO 125% OF TRACK CAPACITY. (2 x timed qualifying, repechage, 2 heats, pre-final, final.)

(a) Timed Qualifying

Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)
2 x 4 minutes qualifying sessions.

Over-subscribed classes will be split into two qualifying groups by the Chief Timing Officer, based upon their race numbers.

First qualifying session for the class, group 1 will precede group 2, both groups with lowest kart numbers to the front.

Second qualifying session for the class, group 2 will precede group 1, both groups with highest kart numbers to the front.

After timed qualifying sessions, all but the last five (5) grid positions (up to track capacity) are filled immediately for the heats, with the fastest qualifier from either group to grid 1, the second fastest qualifier from either group to grid 2, and so on. The last five (5) grid positions for the heats are filled from the results of a REPECHAGE RACE between the remainder of the competitors in the class.

(b) Repechage:

One repechage - grid positions as per qualifying (faster time to grid position one, and so on). Repechage to be run over a distance of 11kms minimum.

Competitors who fail to qualify for a starting position in the heats will be eliminated and refunded 50% of their entry fee. No refund on tyres.

-
- (c) **Heats:**
Heat 1 - grid positions as per qualifying (fastest time to grid position one, and so on) including first five place getters from repechage race.
To be run over a distance of 7km minimum.

Heat 2 - grid positions as per qualifying (fastest time to grid position one, and so on) including first five place getters from repechage race.
To be run over a distance of 7km minimum.
- (d) All competitors must register a qualifying time and compete in the first heat to be eligible for grid positions for the Pre-Final and the Final.
- (e) Ties between karts on points from heats will be decided by qualifying times.
- (f) Point Score System for Heats:
1st - 0 Points
2nd - 2 Points
3rd - 3 Points and so on with one point being added for each place.
Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.
- (g) **Pre-final**
One pre-final. Lowest accumulated points from heats one and two to grid one, and so on. Pre-final to be run over a distance of 11km minimum.
- (h) **Final**
One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-final will be gridded at the rear of the field in order of laps completed, then grid position from pre-final.
Final to be run over a distance of 16kms. minimum.

Finishing order of the final determines the winning positions in each Championship Class.
- (i) Karts underweight will be excluded as per rule 5.03.2, except during timed qualifying when rule 19.17(e) applies.

Lapsed

(2) RACE FORMAT 2.

OVER-SUBSCRIBED CLASSES > (2 x timed qualifying, 3 heats, pre-final, final.)

(a) Timed Qualifying

Timed Qualifying to be as per rule 19.17(c) 2), 3), 4) & 5)
2 x 4 minutes qualifying sessions.

Over-subscribed classes will be split into two qualifying groups by the Chief Timing Officer, based upon their race numbers.

First qualifying session for the class, group 1 will precede group 2, both groups with lowest kart numbers to the front.

Second qualifying session for the class, group 2 will precede group 1, both groups with highest kart numbers to the front.

After qualifying, drivers will be split into 4 groups, A, B, C, or D

Fastest qualifier to group A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group D, 5th fastest to group A, 6th fastest to group B, etc until all drivers are allocated a group.

(b) **Heats:**

Each group will race against each other group over three heats.

Fastest qualifier (A group) will race from pole position in the 3 heats.

2nd fastest qualifier (1st in B group) will race from pole position in 2 heats.

3rd fastest qualifier (1st in C group) will race from pole position in 1 heat.

Heats to be run over a distance of 7 kms minimum.

Heat 1a - Group A v's D (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

Heat 1b – Group B v's C (grid as per qualifying order)

B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat 2a – Group A v's C (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc

Heat 2b - Group B v's D (grid as per qualifying order)

B's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

Heat 3a – Group A v's B (grid as per qualifying order)

A's grids 1, 3, 5, 7, etc, B's grids 2, 4, 6, 8, etc

Heat 3b – Group C v's D (grid as per qualifying order)

C's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc

(c) All competitors must register a qualifying time and compete in two heats to be eligible for a grid position in the final.

(d) Point Score System for Heats:

1st - 0 Points

2nd - 2 Points

3rd - 3 Points and so on with one point being added for each place.

(e) Non-starters and non-finishers to be awarded a finishing position based on the number of laps completed, then the grid position awarded from the start of the heat.

(f) **Pre-final:**

One pre-final. Grid positions for the pre-final will consist of the lowest points scorer from the heats to grid one, second lowest points scorer to grid 2, and so on until the grid is filled to track capacity. In the event of a tie on points, the lower grid position will be awarded to the driver with the faster original timed qualifying.

In the event of any withdrawals from the qualified capacity grid for the pre-final, competitors will be moved up and vacant grids filled with the next available qualifier, up to track capacity.

To be run over a distance of 11km minimum.

(g) **Final:**

One Final: The finishing order from Pre-Final determines grid positions for the final. Winner of pre-final to grid 1, second to grid 2, and so on. Non finishers in the pre-

final will be grided at the rear of the field in order of laps completed, then grid position from pre-final.

Final to be run over a distance of 16kms minimum.

Finishing order of the final determines the winning positions in each Championship Class.

- (h) Karts underweight will be excluded (refer R5.03) except during timed qualifying then R19.17e applies

Committee's recommendation to the NKC:

Recommendation: Format 1 above lapsed. Format 2 as outlined above to be adopted – for all oversubscribed classes.

Item 18 – AKASA Admin Item 3

Rule 4.03 currently reads;

NATIONAL SPRINT CHAMPIONSHIP (Bitumen)

1. There will be a minimum of Eight (8) Stewards for the National Sprint Championship.
2. In consultation with the National Events Coordinator and National Coordinators, the Secretariat shall appoint a minimum of four (4) Interstate Stewards and two (2) Interstate Technical Officers and up to four (4) Interstate Scrutineers. (Each Interstate Steward will be from a different State and must have grade 1 qualifications). The Chief Steward for the event must be chosen by the Stewards and be One (1) of the Secretariat appointed Interstate Stewards.
3. The relevant State Council will appoint the remaining Stewards from recommendations made by the State Steward Coordinator.
4. The AKA shall cover travel/accommodation expenses and costs associated with the provision of the interstate AKA appointments. (See Championship criteria document).

It is proposed to make the following changes to these rules to allow more flexibility in selecting Interstate Stewards for this National Event from the dwindling pool of suitably qualified Officials.

NATIONAL SPRINT CHAMPIONSHIP (Bitumen)

1. There will be a minimum of Eight (8) Stewards for the National Sprint Championship.
2. In consultation with the National Events Coordinator and National Coordinators, the Secretariat shall appoint a minimum of ;
 - (a) four (4) Interstate Stewards, each with grade 1 qualifications.
 - (b) two (2) Interstate Technical Officers
and
 - (c) up to four (4) Interstate Scrutineers.
3. Where possible, each Interstate Steward must be from a different State, but the Secretariat reserve the right to appoint a maximum of two (2) Interstate Stewards from the host state of the proceeding year's National Championships.
4. The Chief Steward for the event must be one (1) of the Interstate Stewards and be appointed by the Secretariat from recommendations by the National Events Co-ordinator and National Officials Co-ordinator.
5. The relevant State Council will appoint the remaining Stewards from recommendations made by the State Officials Coordinator.

6. The AKA shall cover travel/accommodation expenses and costs associated with the provision of the interstate AKA appointments. (See Championship criteria document).

Committee's recommendation to the NKC:

Recommendation: The above proposed wording to be adopted.

Item 19 – AKASA Admin Item 4

Class Structure

The NKC do a complete review of the class structure and endorsing a five year plan to have CNC engines/grind to a line engines in all classes.

Committee's recommendation to the NKC:

Recommendation: Referred to Technical Committee.

Item 20 – AKASA Admin Item 5

Add to the bottom of Rule 10.

“All voting for positions at an AGM shall be as notified in writing by the members of the association”

This will eliminate the opportunity for NKC delegates to vote differently to the wishes of its state.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 21 – AKASA Admin Item 6

Constitution Change New rule 8(p) and (q)

- (p) the NKC may consider any agenda or non agenda items at meetings as it sees fit.
- (q) the NKC are in place for the benefit of the sport Nationally and shall in most situations take advice from its state.

If these items do not get accepted then it needs to be written into the constitution as;

- (p) the only business that will be considered at NKC meetings are such agenda items as circulated.
- (q) the NKC shall take advice from its state in reference to all agenda items and are expected to vote accordingly.

Committee's recommendation to the NKC:

Recommendation:

The NKC are in place for the benefit of the sport nationally and shall in most situations take advice from its state.

The only business that will be considered at NKC meetings are such agenda items as circulated.

Option q from top options and option p from the bottom options are recommended.

Item 22 – AKASA Admin Item 7

Rule A1 (c)

remove the wording

“Under exceptional circumstances” as it is the only practical way of communicating.

Committee's recommendation to the NKC:

Recommendation: Wording “under exceptional circumstances” be removed from Rule A1(c).

Item 23 – AKASA Admin Item 8

Rule 19.17(b)

Add to the end of the rule:

At all race meetings, the timing system shall be set up and working for all practice sessions, with timing results to be posted before racing commences.

Reason:

The purpose of this is that currently all of the emphasis is on the competitor making sure that their transponder is working but no avenue is provided to them to check it – apart from a flashing light. Competitors can then check and see if their transponder is working before racing/qualifying commences.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 24 – AKASA Admin Item 9

Rule 20.22 2 OVER-SUBSCRIBED CLASSES

This needs to be reworded from (15) down to allow for a pre-final to be run after the qualifying

Committee's recommendation to the NKC:

heats, with the finishing positions from the pre-final determining the starting position in the final.

Recommendation: Refer to Item 17

Item 25 – AKASA Admin Item 10

New rule 20.25

Closed State Title format, class structure, etc shall be at the sole discretion of the relevant state council.

Committee's recommendation to the NKC:

Recommendation: The above wording to be added to rule 20.06.

Item 26 – WA Admin Item 1

Chapter 19

Rule 19.17 & 19.22

Where time trials are used, suggest that the usual format of practice/carby tune followed by time trials be altered to combine the two together perhaps giving more time.

Reason:

Help to shorten the race day

Committee's recommendation to the NKC:

Recommendation: Lapsed.

Item 27 – WA Admin Item 2

Forms and Tags

Make these standard and available from the national office, rather than each state creating its own.

Committee's recommendation to the NKC:

Recommendation: Pam to provide to each State.

Item 28 – WA Admin Item 3

Tribunals & Unclear Rules

If there is a tribunal based around the possible ambiguous or unclear interpretation of any of the rules in the rulebook, then the tribunal, in addition to making their decision, impose onto the AKA to immediately rewrite the rule and an amendments be issued.

Reason:

To eliminate any ambiguities and misinterpretation of rules.

Committee's recommendation to the NKC:

Recommendation: Any Tribunal recommendation to be sent to the AKA for review. Administration with the AKA and Tribunal Registrar to attend to the requirements.

Item 29 – WA Admin Item 4

Chapter 14

Rule 14.01.4

Add:

5: The Officials of the Day can determine if the helmet fits correctly to achieve “fit for purpose”.

Committee's recommendation to the NKC:

Recommendation: Lapsed.

Item 30 – WA Admin Item 5

Rule 20.22.2.1-17

That the A, B, C, D format for oversubscribed classes (as per 20.22.2 1-17 in 2010 AKA Karting Manual) be removed and replaced by recharge format for oversubscribed classes (as per 20.22.2 a-j) as in the 2006 AKA Karting Manual.

Reason:

The recharge format provides a full grid of racing at all times, unlike the ABCD method. This method provides for a pre-final, ABCD does not. This system rewards the fastest qualifiers and also allows for a DNF to not disadvantage a competitor hugely unlike the ABCD method. Many drivers at the 2010 National Championships expressed keen desire to return to recharge format.

Committee's recommendation to the NKC:

Recommendation: Lapsed

Item 31 – WA Admin Item 6

Officials Training Schools

We would like to propose that consideration be given to altering the rules for Officials Training Schools, specifically “*Summary 1. All grades of [STEWARDS][CLERK OF COURSE] must attend an Officials Training School annually*” as it appears in the Officials Handbook.

We believe that this should be altered to read “*1. Grade 3 and Grade 4 [STEWARDS][CLERK OF COURSE] must attend an Officials Training School annually*”.

The question should be asked what benefit does a Grade 1 and/or Grade 2 [STEWARDS][CLERK OF COURSE] gain from attending an annual Officials Training School? It is worth noting that a State's Stewards Co-ordinator is not required to be a Grade 1 Steward, and are often Grade 2.

Grade 1 and Grade 2 Officials would see no benefit from attending a training school. In

order to reach these grades people have proved themselves to be diligent and competent as well as dedicated to the sport for which they regularly volunteer their time, and have done so over a number of years, many whom have never driven a kart. Grade 1 and Grade 2 officials regularly spend their time reading and learning “on the job” at tracks, and generally have a very up-to-date knowledge of the Karting Manual.

Another area that needs consideration for change is the imposition on officials to sit questionnaires at time of renewing their licence (new on-line system). The questionnaires are an extremely valuable training tool, provoking both thought and process and knowledge of the Karting Manual. Should these be limited to officials? The question needs to be asked “why don’t drivers have to answer similar questionnaires at the time of renewing their licence?”

Another area that needs to be looked at is what period of time does an Official’s licence grade remain? Should this not fall within the same time limits as that of a driving licence - 3 years? There is no clear indication of the length of time.

Recommend:

1. Remove the requirement for both Grade 1 and Grade 2 stewards to attend annual Officials Training School;
2. Length of time an Officials licence grade remains valid be set;
3. Remove compulsory on-line questionnaires for officials at time of applying annually for their licence renewal. These questionnaires should be used as a training tool not a requirement to pass in order to obtain an officials licence. It should be remembered that ALL the people applying for these licences are “volunteers” and on the whole do not compete in the sport;
4. Look at implementing on-line training questionnaires for drivers, who have the potential to gain the most.
5. Look at making the process of upgrading from Grade 4 to Grade 3 a little more user friendly.

Committee’s recommendation to the NKC:

Recommendation: Item referred to Stewards Committee.

Item from the National Events Coordinator

Item 32 – NEC Admin Item 1

20.01 Championship Allocation:

National Sprint Championships and International Events are to be allocated three (3) years in advance of Competition.

The NKC appointed Track Inspector will carry out such inspection by 31 July two (2) years preceding the Competition.

Additional inspections may be necessary and these would be at the cost of the promoting club. If requirements have not been carried or met, the National Body may re-locate the Competition.

Delete: The NKC appointed Track Inspector will carry out such inspection by 31 July two (2) years preceding the Competition.

Reason:

We have a set criteria for the National Championships in regards to the track capacity and length etc. A state would not put forward a track that did not meet the criteria or be of the highest standard.

The NKC would not approve it if they did put forward a track not suitable. Tracks are licenced by a state track inspector and are used prior to a Nationals for other events so really there is no need for any inspection.

Why have the extra cost – if a track is currently being used and licenced holding events then why an inspection?

The only time we would need an NKC appointed track inspector to inspect a track is if it was a new circuit or the NKC requested an alteration – this could be done in consultation with the State Track Inspector.

Committee's recommendation to the NKC:

Recommendation: Above proposal recommended.

Item 33 – NEC Admin Item 2

(2) OVER-SUBSCRIBED CLASSES: (2x timed qualifying, 3 Heats, Prefinal plus Final)

- (1) Time Qualifying – 2 x 4 minutes qualifying sessions (as per rule 19.17), timing to start when 1st kart crosses timing loop and end of the minute.
- (2) Separate into 2 equal groups (or 3 if required), (up to track capacity) in race number order – (lowest to highest) for 1st qualifying session for each group.
- (3) 2nd Qualifying session in reverse order (highest to lowest) for each group.
- (4) Best time from two times qualifying sessions to be used to sort into qualifying order.
- (5) After qualifying, drivers will be split into 4 groups, A, B, C, or D ie. Fastest qualifier to group A, 2nd fastest to group B, 3rd fastest to group C, 4th fastest to group D, 5th fastest to group A, 6th fastest to group B, etc until all drivers are allocated a group. Each group will race against each other group over three heats. Fastest qualifier (A group) will race from pole position in the 3 heats, 2nd fastest qualifier (1st in B group) will race from pole position in 2 heats, 3rd fastest qualifier (1st in C group) will race from pole position in 1 heat.
- (6) Heat 1a – Group A v's D (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
- (7) Heat 1b – Group B v's C (grid as per qualifying order, B's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to run over a minimum of 7kms.
- (8) Heat 2a – Group A v's C (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, C's grids 2, 4, 6, 8, etc) to run over a minimum of 7kms.
- (9) Heat 2b – Group B v's D (grid as per qualifying order, B's grids 1, 3, 5, 7, etc, D's grids 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
- (10) Heat 3a – Group A v's B (grid as per qualifying order, A's grids 1, 3, 5, 7, etc, B's grid 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
- (11) Heat 3b – Group C v's D (grid as per qualifying order, C's grids 1, 3, 5, 7, etc, D's grid 2, 4, 6, 8, etc) to be run over a minimum of 7kms.
- (12) **Pre Final – to be ran over 11km's – Drivers with the lowest points from the 3 heats (combined groups) to grid 1, next to grid 2 and so on up to track capacity.**
- (13) The finishing order from Pre-Final to Grid 1, and so on, non finishers in the prefinal will be gridded at the rear of the field in order of laps completed, then grip position from prefinal. To be run over a distance of 16kms minimum.
Final only counts.
- (14) All competitors must register a qualifying time and compete in 2 heats to be eligible for a grip position in the Final.

-
1. Each Driver will race against each other driver over 3 heats, points are allocated as 0 points for 1st, 2 points for 2nd, 3 points for 3rd etc. Non finishers to be allocated points based on their position at the last completed lap. Non starters to be allocated points in qualifying order behind all starters.

Grid positions for Final are based on the points gained during the 3 Heats. Drivers with the lowest points to grid 1, next to grid 2 and so on up the track capacity, compete in the Final. Drivers with equal points up to track capacity, grid positions will be determined by best qualifying time.

- Drivers excluded during qualifying will be allocated the slowest time plus 1 second or as determined by the officials.
- Drivers disqualified during any race will be allocated points penalties as determined by the Officials.

Reason:

By including a prefinal this will allow the top place getters in the divisions a chance to gauge their times against each other before the Final.

Committee's recommendation to the NKC:

Refer Item17

Item 34 – NEC Admin Item 3.

20.16 Results:

The Promoters shall, within seven (7) days after the end of the Meeting, provide to the AKA and to all competitors a dated and signed list entitled "Official Provisional Results".

The results will show:

- (a) All entrants in each Class together with their respective total points or finishing order and also fastest qualifying time in each class.
- (b) Promoters of National and State Championships shall furnish all State Secretaries with the Results of all National and State Championships.

Reword: The Promoters shall, within seven (7) days after the end of the Meeting, provide to the AKA "Official Provisional Results".

Delete: The results will show:

- (a) All entrants in each Class together with their respective total points or finishing order and also fastest qualifying time in each class.
- (b) Promoters of National and State Championships shall furnish all State Secretaries with the Results of all National and State Championships.

Reason:

Competitors can see the results on the AKA website and other sites.

Committee's recommendation to the NKC:

Recommendation: The above reword recommended.

Item 35 – NEC Admin Item 4

20.10 Promotional Material: Reword

Sponsors' names may appear on promotional material provided "National or State Championship" wording is prominent.

Reword: Sponsors' names may appear on promotional material provided "State Championship" wording is prominent.

Reason:

The AKA now is the major sponsor of the AKA Nationals State Championships - it should be up to each State how they wish to word their Promotion material.

Committee's recommendation to the NKC:

Recommendation: Above reword recommended.

Item 36 – NEC Admin Item 5

Re word to a line with the smart card system.

20.14 Entry

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 through their State Office and such decision may be made by phone hook-up.

1. A driver may only QUALIFY and race one (1) entry per class.
2. If fewer than:-
 - (i) Fourteen (14) genuine entries are received for a particular class for NATIONAL SPRINT CHAMPIONSHIPS (Bitumen) or
 - (ii) Eight (8) genuine entries are received for a particular class for STATE SPRINT CHAMPIONSHIPS (Bitumen) with the exception of Tasmania and Northern Territory or
 - (iii) Five (5) genuine entries are received for a particular class for National and State DIRT TRACK CHAMPIONSHIPS, then that class MUST be withdrawn.

Reason:

A re word as entry forms no longer exist.

Committee's recommendation to the NKC:

Recommendation: Reword above recommended.

Item 37 – NEC Admin Item 6

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

STATE CHAMPIONSHIPS

Track will only be open for practice the two (2) days immediately before the event. (Track will be closed to all practice from the Monday prior until commencement of practice). Practice timetable are to be circulated with the Supplementary Regulations and displayed at the circuit.

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.

Reword:

Number 1 proposal

NATIONAL CHAMPIONSHIPS

The Promoters will make available the race circuit for a minimum of **Three (3) days** for practice to all nominated drivers. These days for practice are to be within **four (4) 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.

Number two Proposal

NATIONAL CHAMPIONSHIPS

The Promoters will make available the race circuit for a minimum of **Two (2) days** for practice to all nominated drivers. These days for practice are to be within **three (3) 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:

Try to eliminate time off work/school and cost to everyone. We only have two days practice for a State championship and they have up to 16 classes? Yet we have four days practice for an event with 10 classes?

Over the past few Nationals majority arrive on the Wednesday morning.

Committee's recommendation to the NKC:

Recommendation: Proposal 1 above recommended.

Item 38 – NEC Admin Item 7

National finals: Introduce a split practice for classes. Practice for the first five classes prior to their finals, then the final five classes to practice prior to their finals.

Reason:

Practice is at 8.00am and some classes don't commence their finals for some hours later – tracks change, weather changes??

Committee's recommendation to the NKC:

Recommendation: Above proposal is recommended.

Late Agenda Items:

DPE Items.

1. Chapter 41. Change name from Midgets to Cadets.
Reason: The term "Midget" generally refers to people with Dwarfism. This could be improved by changing the name to "Cadets" which is a widely used name in the karting world.
Committee's recommendation to the NKC:
Recommendation: Lapsed
2. Chapter 13 - Investigate if it is possible to reduce the cost of AKA licenses drastically by introducing a "user pays" system.
Reason: With the high cost of an AKA license (Vic \$290), purchasing one is a major negative, not only to newcomers but existing customers of the AKA also. One high

ranking AKA official said to me he doesn't have an AKA license because he doesn't race very often and couldn't justify the expense, so if he thinks this way, imagine how many other people do too! As the cost of insurance etc is not made public, it is not possible for me to do the calculations but the concept is to investigate reducing the cost of a license dramatically to \$100 or even \$50. This would obviously increase license numbers but there would be a need compensate for this reduction of income by adding (EG) \$10 to every race entry. This user pays system would mean that the more someone races, the more they pay which is essentially correct as they have a higher risk, simply from racing more often. For someone with access to the cost of insurance, etc, this would not be a difficult task.

Committee's recommendation to the NKC:

Recommendation: Refer to National Treasurer – as this item

3. Create a simple, low cost (ideally free), Australia wide method of allowing people considering taking up karting to have approximately 2x 10 minute test drives of a kart.

Reason: Very few people will outlay many thousands of dollars for something they have not tried. We know once a person test drives a kart they are usually hooked but currently there is no official way that a potential new customer can drive a kart. So that there is a reasonable level of control, this could be done via kart shops who would record the customer details and any other information that the AKA may require.

Committee's recommendation to the NKC:

Recommendation: Come 'N Try Day, licence holders are able to do this.

4. Remove classes that are not raced regularly from the AKA rulebook.

Reason: Classes such as (30) Piston Port, (31) Class Australia, (33) ReSa, (47) ReSa Junior, (52) ARC A1 Evolution are not raced and therefore should be removed from the overcrowded and thick AKA rulebook. If any of these classes were ever raced again then it could be simply stated "Refer to 2010 AKA rulebook for regulations"

Committee's recommendation to the NKC:

Recommendation: Under control.

5. Set aside a minimum of one hour per day per NKC meeting to discuss "How can we make the sport of karting bigger, better and more popular?"

Reason: Endless hours are spent at each NKC meeting discussing technical issues and although technical issues are important, they in general do have any effect on the sport. Time needs to be allocated to discuss the very important issues of how to improve the sport.

Committee's recommendation to the NKC:

Recommendation: Lapsed one is not enough time to discuss such an important issue.

-
6. Investigate why only a very low percentage of customers compete at the AKA Nationals.

Reason: At the recent AKA Nationals in Victoria, there were 350 entries out of more than 7000 AKA customers (5%). New Zealand's Nationals were held the same weekend and received 243 entries from 1200 karters (20%)

Committee's recommendation to the NKC:

Recommendation: Lapsed

7. Create a questionnaire for every AKA license holder to complete when they renew their license.

Reason: In order to be informed so that they can provide a better product and service for its customers, the AKA must carry out some market research, otherwise there is a chance its customers will simply leave.

Committee's recommendation to the NKC:

Recommendation: Lapsed

10. New format for AKA Nationals.

Rule 20.22(2): Change of racing format for State and National Titles

Reason: The National Championships are the single biggest event on the Australian calendar each year and should be taken seriously, not just trying to please every karter. Every driver knows before they attend the Nationals that it won't be easy to qualify for the event, but they understand the consequences that can arise from this. I.e. not making the field and going home early.

The current format we have in place (A v B v C v D) does not warrant the same respect to drivers who qualify at the front as the old format used too.

- With this system there are 3 heat races and a final
- Doesn't allow for a driver to DNF throughout the event as that will severely punish them without a pre final.
- Only allows you to compete against some drivers once, and not race them again until the final if you are lucky enough to make it
- Has less laps than the under subscribed classes
- It rewards drivers further down, as the field is halved and those drivers are possibly starting 10 positions further up than where they qualified.
- Drivers who qualify near the front don't have the luxury of moving up many positions, and therefore get penalised in a way.
- It's a big jump in laps from the 3 heat races and then into the final. I.e. Puckapunyal had 8 lap heat races then a 16 lap final. No one had the chance

even through practice to drive close to 16 laps in a single heat or session.

Isn't the whole point of a National title seeing all the best drivers racing together?

We propose a different format, which could be along the same lines as Sprint cars in a way where it rewards all drivers on a more level playing field:

- Retain the 2 x 4 minute qualifying session
- With a track capacity of 40 karts, you would have the top 75% of drivers combined in the first group after the combined qualifying session.
- The remaining 25% of drivers will go into the second group, where they race each other in the 2 heat races to qualify for the remaining places on the grid.
- At the end of the 2 heat races, the top 75% of drivers will be classified in a ranking order for the pre final, and the remaining spots on the grid will come from the lowest points from the 2nd group and so on.
- The drivers who did not qualify for the remaining spots on the grid will take no further part in the weekend.
- The 40 karts will take to the pre final, where drivers from 30 back, will then have an opportunity to race the other drivers in the class, and give themselves a chance to move up the grid for the final.
- The pre final results will determine the grid positions for the final.

Note: This format would only be used when the class is oversubscribed.

This format still gives all drivers at least two heat races, and it gives drivers at the front of the field the chance to race the same people in the heats, who they qualified respective too. This will still be the same amount of races as the current format, but it will include a pre final, (which I think most people would agree with) an increase of laps throughout the meeting, and still an opportunity for drivers who didn't qualify so well.

Committee's recommendation to the NKC:

Recommendation: Dealt with.

- Administration committee felt that the DPE items should have been put through a state as they were nothing to do with Technical issues or Industry items.

Meeting closed 11.30am Friday

Australian Karting Association Inc

Steward Committee's

**Recommendations
to the NKC Meeting
21/22 August 2010**



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW

Date: 5/6 June 2010

Time: 9am

Item 1 – AKATAS Steward Item 1

R 6.04 Warning (Not a Penalty)

Would like clarification/explanation of last sentence in the section-

2. Verbal warning

“A verbal warning is not recorded on the competitors ‘electronic licence page’ and does not appear on the Steward,s Report for the meeting.”

Reason:

This seems to be in contradiction of

4. “A steward may, if no complaint..... incident, verbally warn a person subject to these rules, and may make a notation to that effect on the person’s ‘electronic licence page’ of the AKA licence system.”

as one is saying the *verbal warning* is not recorded and the other is saying it may be recorded. Please explain.

OFFICIALS COMMITTEE RESPONSE

The current rule reads;

3. Written warning.

A written warning is given for an infringement that has not greatly advantaged or disadvantaged anybody, but is one the offender should have known better, and if a similar offence is repeated, it will result in a complaint.

A written warning cannot be given as a penalty as a result of a steward’s hearing.

A written warning is recorded on the competitors “electronic licence page” and does appear on the Steward’s report for the meeting.

4. A steward may, if no complaint has been made concerning an incident, verbally warn a person subject to these rules, and may make a notation to that effect on the person’s “electronic licence page” of the AKA Licence System. The steward must first advise the person what offence the steward believes the person has committed and must give the person an opportunity to provide an explanation. If a complaint is subsequently made concerning the incident which resulted in the warning, a hearing must be held. If a stewards’ hearing is held, and the complaint proven, the notification of the warning on the person’s “electronic licence page” of the AKA Licence System may be cancelled. If the complaint is dismissed the notation on the person’s “electronic licence page” of the AKA Licence System must be cancelled.

The new version of the rule to read as below with changes in blue italic type;

3. Written warning.

A written warning is given for an infringement that has not greatly advantaged or disadvantaged anybody, but is one the offender should have known better, and if a similar offence is repeated, it will result in a complaint.

A steward may, if no complaint has been made concerning an incident, verbally warn a person subject to these rules *and may* make a notation to that effect on the person’s “electronic licence page” of the AKA Licence System. The steward must first advise the person what offence the steward believes the person has committed and must give the person an opportunity to provide an explanation. If a complaint is subsequently made concerning the incident which resulted in the warning, a hearing must be held. If a stewards’ hearing is held, and the complaint proven, the notification of the warning on the person’s “electronic licence page” of the AKA

Licence System may be cancelled. If the complaint is dismissed the notation on the person's "electronic licence page" of the AKA Licence System must be cancelled.
A written warning cannot be given as a penalty as a result of a steward's hearing.
A written warning is recorded on the competitors "electronic licence page" and does appear on the Steward's report for the meeting.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above rule 6.04.3 be adopted and 6.05 becomes 6.04.

Item 2 – AKATAS Steward Item 2

16.07 Wearing Safety Apparel:

Number the first sentence- i)

Then add

ii) If a driver is injured in an accident/incident the driver should leave all their apparel (including helmet) on, at least until medical assistance arrives and an assessment is made.

Reason:

This may be implied but is not stated in this rule.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators disagree with the addition of this proposed new rule.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Leave rule 16.07 as it currently is.

Item 3 – AKASA Steward Item 1

Add to rule 19.22 Practice and/or Carby Session

a) The Promoters (Club) must provide time for practice and/or a carby session for all competitors on their day of competition. *When circumstances permit, the Officials of the Meeting may permit practice / carby session and racing timetable to be segmented.*

E.g. At State and National Championships, practice / carby session and race timetable for the finals may be split to allow practice / carby session and racing for approximately ½ of the total classes, followed by practice / carby session and racing for the remainder of the classes.

Reason:

To allow competitors to practice / carby session in more relevant conditions to their proposed race.

OFFICIALS COMMITTEE RESPONSE

Majority of co-ordinators agree with the above proposed rule addition and suggest that it be included into rule 19.22(a) to allow Race Day Officials more flexibility.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above section in red to be added to existing rule 19.22(a)

Item 4 – AKASA Steward Item 2

As per a recommendation from the National Karting Council, the last sentence in rule 6.02.2 is to be revisited and discussed by the National Officials Committee and then re-presented to the NKC.

Sentence currently reads;

When circumstances permit, revision of the finishing order of a race may also permit the reinstatement of unfairly disadvantaged competitors.

There are many and varied scenarios, both positive and negative, where this rule can be, or should not be applied.

It is the duty of all AKA Licenced Officials to **only** use this rule “when circumstances permit” or during the application of a penalty of revision of the finishing order of a race.

OFFICIALS COMMITTEE RESPONSE

The following scenario was offered as a positive reason why the above rule needs to be retained in the manual.

“Negotiating the final turn of a “final only counts” race, kart B made contact with the back of kart A, riding up onto the back of kart A and dislodging the muffler from the header pipe. Kart B slid back down onto the track and consequently spun out, causing it to DNF. Kart A continued on another 50 metres and crossed the finish line in 1st place. Kart C was about 50 metres behind in 3rd place prior to the incident, and finished 2nd because of the incident.

When kart A returned to the in-grid, the Tech Inspectors deemed the kart to be non-compliant because it breached rule 25.09.2 (Exhaust gasses must all pass through the exhaust header pipe and the muffler and silencer (if mandatory) at all times.)

As per page 54 of the manual, a breach of rule 25.09.2 carries a suggested penalty of “Exclusion from that section of the event.”

A complaint form was raised by the Stewards with relevance to the Tech Inspectors Report form and a hearing held.

The end result being that the hearing was dismissed due to the following reasons;

- 1. Kart A was unfairly disadvantaged, being struck from behind.*
- 2. Although Kart A was clearly in breach of rule 25.09.2, it was agreed that Kart A gained no advantage from the muffler being dislodged just prior to the finish of the event.*
- 3. Kart C was well behind and was not involved in the initial race for the line for 1st place.*
- 4. The driver of Kart B, when interviewed during the hearing, stated that the initial incident was caused by an “error of judgement” on his part and apologised to the driver of Kart A.*

With the use of the last statement in rule 6.02.2, situations like the above can be resolved fairly, with the backing of the AKA Manual.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Majority of state co-ordinators agree that the statement should remain in the rule and also include the following explanation.

There are many and varied scenarios, both positive and negative, where this rule can be, or should not be applied.

It is the duty of all AKA Licenced Stewards to only apply this rule “when circumstances permit”, or during the application of a penalty of ‘revision of the finishing order of a race’.

Item 5 – AKASA Steward Item 3

New rule 17.11(g)

All persons must hold a valid (Government issued) driver's licence to drive a registered motor vehicle within the perimeter of any AKA licensed premises. The minimum penalty for a breach of this rule will be exclusion from the race meeting, 3 months kart licence suspension and possible further penalty.

OFFICIALS COMMITTEE RESPONSE

The practice of under-aged, non-licenced persons driving registered motor vehicles within AKA Licenced premises appears to be wide spread and must be stopped. The addition of this proposed new rule 17.11(g) will serve to eliminate this practice.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Majority of co-ordinators agree that the proposed new rule above should be inserted as rule 17.11(g).

One co-ordinator suggested that the problem should be handled as a club issue.

Item 6 – AKASA Steward Item 4

After the debacle that has occurred as a result of the Clubman Super Heavy final from the National Championships, the following is a proposed re-write to rule 8.07.1 as per Mark Worsnop's recommendation.

Rule currently reads;

8.07.1 A Tribunal Registrar may, for a good reason, accept an out of time Appeal providing it is hand delivered or posted by registered mail and received by the appropriate Tribunal Registrar within 72 hours out of time.

Proposed change to read;

"A Tribunal Registrar may only accept an out of time "Intention to Appeal or Notice of Appeal form" from a decision of a steward's hearing, a decision of an Appeal Tribunal, a decision of a Disciplinary Tribunal or a decision of the AKAC, if the appellant provides in writing a 'good reason' why he/she was prevented from delivering the relevant forms within time, providing it is hand delivered or posted by registered mail and received by the appropriate Tribunal Registrar within 72 hours out of time, with the appropriate fee.

"In this clause, the expression 'good reason' refers only to some difficulty in the process of delivery and the Tribunal Registrar will not take into account any merits of the appellant's proposed case."

The reason for the extra wording is self explanatory.

Chapter 8 needs a complete overhaul to make it very clear and easy to follow. The contents appear to be okay, just needs to be re-organised to better reflect our procedures.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators agree that this new wording must be included into the manual.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

The above explanation in red be included into rule 8.07.1 to clearly define the intention of the intention of the rule.

8.01 There are six kinds of appeals:

- (1) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal.
- (2) an appeal from a decision of a Disciplinary Tribunal to the Australian Karting Appeal Court (AKAC).
- (3) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event) to the Australian Karting Appeal Court (AKAC).
- (4) an appeal from a decision of an Appeal Tribunal to the Australian Karting Appeal Court (AKAC).
- (5) an appeal from a decision of the Australian Karting Appeal Court (AKAC) to the Australian Motor Sport Appeal Court (AMSAC). All appeals to the AMSAC are subject to leave being granted by the AMSAC.
- (6) an appeal to the AMSAC on the grounds that a decision of the NKC or the Secretariat was not within the power of that body or was otherwise unconstitutional.

8.02 Eligibility to Appeal:

"A party to proceedings conducted as a Steward's Hearing, a Disciplinary Tribunal or an Appeal Tribunal may appeal the decision of that Steward's Hearing, that Disciplinary Tribunal or that Appeal Tribunal on the grounds of severity of penalty, error of law, error of fact. For the avoidance of doubt, a party is a person or entity who has appeared in the proceeding as a Defendant, a Complainant, a Prosecutor, or a person or entity otherwise joined in the proceeding."

8.03 A State Karting Council or the AKA Secretariat or the National Karting Council may appeal to an Appeal Tribunal, the AKAC or the AMSAC if it is satisfied that an appeal should be brought in the best interests of karting. These bodies shall not be subject to the time limits set out in rule 8.04 and shall not be required to pay an appeal fee.**8.04 Procedures, Time Limits and Fees for Lodgement of an Appeal:**

- (a) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal, the Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee of \$550.00, within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) to the State Tribunal Registrar before 12 midnight on the third (3rd) day after the day of decision.
- (b) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee, (\$1,100.00 for an appeal in writing or \$2,200.00 for an appeal in person), within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) before 12 midnight on the third (3rd) day after the day of decision to the ;
AKA National Tribunal Registrar
P.O. Box 4222, Penrith Westfields
Penrith, N.S.W. 2751
Email: admin@austkarting.com.au
- (c) To lodge an appeal against a decision from a "Disciplinary Tribunal" or an "Appeal Tribunal" to the Australian Karting Appeal Court (AKAC), the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$1,100.00 for an appeal in writing or \$2,200.00 for an appeal in person).

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- (d) To lodge an appeal against a decision from the Australian Karting Appeal Court (AKAC), to the Australian Motor Sport Appeal Court (AMSAC) the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee (\$6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

8.05 "A Tribunal Registrar may only accept an out of time "Intention to Appeal or Notice of Appeal form" from a decision of a steward's hearing, a decision of an Appeal Tribunal, a decision of a Disciplinary Tribunal or a decision of the AKAC, if the appellant provides in writing a 'good reason' why he/she was prevented from delivering the relevant forms within time, providing it is hand delivered or posted by registered mail and received by the appropriate Tribunal Registrar within 72 hours out of time, with the appropriate fee.

"In the above clause, the expression 'good reason' refers only to some difficulty in the process of delivery of the forms and the Tribunal Registrar will not take into account any merits of the appellant's proposed case."

8.06 Any Appeal out of the time limit specified in **8.05 (72 hours)** shall not be accepted for lodgement.

8.07 A Notice of Appeal form shall indicate whether the Appeal is an appeal against a conviction, a penalty, or against both and shall fully set out the grounds of appeal.

8.08 The body hearing an appeal has the discretion to permit an appellant to rely on a ground not set out in the Notice of Appeal.

8.09 Appeals concerning rule 5.01(o)

- (1) If a person appeals against a decision with respect to an offence committed against Rule 5.01 (o), then the engine, the part or the accessory found to breach Rule 5.01(o) shall:
 - (a) be handed to the Clerk of the Course or the Clerk's Deputy; and
 - (b) be sealed for transmission to the Tribunal, the AKAC or the AMSAC; and
 - (c) remain sealed until the engine, the part or the accessory is inspected in the presence of the Appellant or the Appellant's representative and a person or persons approved by the appropriate Tribunal Registrar.
- (2) If the engine, the part or the accessory is:
 - (a) removed from the inspection area at any time by anyone except an Official of the meeting; or
 - (b) not personally handed to the Clerk of the Course or the Clerk's Deputy; or
 - (c) altered at any time it is in the inspection area by either the Appellant or a member of the Appellant's crew or by any other person, then the evidence used to found the offence shall be accepted as correct on the hearing of the Appeal.

8.10 Appeals concerning rule 5.01(q)

- (1) When a person is found to have used a fuel, lubricant or other substance not permitted by the regulations, and that person then wishes to appeal against the finding, then an appropriate Official must, in the presence of the person intending to appeal, or that person's representative:
 - (a) take a sample or samples of the fuel, lubricant or other substance and place those samples in an airtight container(s);
 - (b) seal the airtight container(s) containing the sample(s) and forward the container(s) to the appropriate Tribunal Registrar or to an address directed by the Registrar.
- (2) If the sample(s) referred to in 8.14(a) is to be further tested, then the seals on the airtight container(s) must be verified as intact by an approved person immediately prior to the commencement of testing of the sample(s).
- (3) An approved person is a person who is a member of, or eligible for membership of the Royal Australian Chemical Institute or a similar body approved by the AKA .
- (4) It is an offence for a person whose fuel, lubricant or other substance is to be tested or for the crew of that person or for any other person:
 - (a) to alter any part of the test material in any way ;
 - (b) to remove any part of the material to be tested from the inspection area without the permission of the tester ;
 - (c) to remove, alter or damage any sealed sample at any time.
- (5) If a person commits an offence under Regulation **8.10.4**, then the evidence of the fuel tester as to the legality of the fuel, lubricant or other substance shall be accepted by the body

hearing the Appeal, and no evidence of whatsoever nature shall be accepted by or on behalf of the Appellant concerning the legality of the fuel, lubricant or other substance.

8.11 Exclusion or Suspension:

(1) When a Notice of Intention to Appeal or Notice of Appeal form is lodged, a penalty of exclusion or suspension shall only take effect prior to the hearing of the Appeal when;

- or
- (a) the decision cannot be the subject of a complaint and therefore cannot be appealed against,
 - (b) the decision appealed against was made under Rule 4.09(h), (i) or (j), or
 - (c) the decision appealed against relates to an offence referred to in Rule 12.02 in which case a penalty of exclusion or suspension takes effect immediately.
- (2) When an Appellant is advised in writing that the Appeal will be heard within one month from the date of the decision appealed against, the penalty of exclusion or suspension shall take effect on the later of:
- (a) the end of the event to which the Appeal relates, or
 - (b) the date on which the Appellant receives written notification of the result of the Appeal.
- (3) Any driver who's appeal against a licence suspension is subsequently dismissed, may have their original licence suspension increased

8.12 Any person participating in any AKA sanctioned competition whilst under Appeal shall not receive any award, trophy or points in the event that gave rise to the Appeal unless the Appeal is successful.

8.13 Rights of Withdrawal of an Appeal:

Appeals may be withdraw at any time prior to either (1) a directions hearing or (2) the hearing of the appeal (whichever occurs first), provided the appellant does not practice, race or act as an Official at any AKA licenced track whilst under appeal, when, all rights to be able to withdraw the appeal will be forfeited.

8.14 Time Limits for Notice of Hearing of an Appeal:

- (a) The appropriate Tribunal Registrar shall ensure that a Notice of Hearing of the Appeal is forwarded to the Appellant and any other parties to the Appeal not later than:
 - (i) 10 days before the date on which the Appeal is to be heard.
 - (ii) 17 days before the date on which the Appeal is to be heard in matters where the Appellant is normally domicile in a State other than the State in which the Appeal is to be heard.
- (b) A Notice of Hearing of Appeal may be delivered personally. A Statutory Declaration is required by the person who delivers the notice. A posted or faxed Notice of Hearing shall be deemed as proof, or a proof of delivery slip for a registered letter.
- (c) The date for hearing of the Appeal shall be notified to all parties concerned within 30 days of receipt by the appropriate Tribunal Registrar of the Notice of the Appeal or within 30 days of any directions hearing whichever is the latter.
- (d) Failure by the appropriate Tribunal Registrar to notify all parties to the Appeal within the required time limit shall result in the Appeal being decided in favour of the Appellant and the appeal fee shall be returned to the Appellant.
- (e) Any date set for hearing of the Appeal shall be within 30 days of the date of receipt by the Appropriate Tribunal Registrar of the Notice of Appeal or within 30 days of the date of any directions hearing, whichever is the later, except that the date of the hearing of the Appeal may be altered by consent of the parties to the Appeal.

8.15 Directions hearings:

If the appropriate Tribunal Registrar forms the view that a matter under Appeal involves complex scientific or technical evidence, then that Registrar may request the Chairperson of the Tribunal to conduct a telephone directions hearing. The Tribunal Chairperson has the power at a directions hearing to direct the parties to exchange technical or scientific information by a date that shall not be less than one week prior to the hearing, and may give directions concerning tests or other matters, including directions for adjournments with a view to simplifying the matters in dispute. Any material that is directed to be provided to any party to an Appeal and is subsequently not provided as so directed shall not be admitted into evidence at the hearing unless all parties to the Appeal agree to its admission.

8.16 If an Appellant wishes to raise legal argument concerning:

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- (a) the right of the Tribunal, the AKAC or the AMSAC to hear the Appeal or
 - (b) the validity of the regulations on which the decision appealed from is based, then a written statement of the legal argument to be raised must be received by the appropriate Tribunal Registrar at least 7 days prior to the date set for the hearing. Failure to comply with this rule will result in such argument being disallowed.

8.17 A body hearing an Appeal may impose or vary any penalty provided such imposition or variation is within the range of penalties it is empowered to impose pursuant to the provisions of this manual.

8.18 A body hearing an Appeal may not order a race to be re-run.

8.19 A body hearing an Appeal may alter any decision made by an Official or Officials or by a State Karting Council.

8.20 A body hearing an Appeal shall not alter a decision of the National Karting Council unless the body decides that the decision:

- (a) was not within the power of the National Karting Council to make, or
- (b) was not permitted by the registered Rules of the AKA ,or
- (c) was not permitted by these regulations.

8.21 An Appeal fee shall be returned to the person appealing if:

- (a) the Appeal is successful, or
- (b) the body hearing the appeal considers that there are exceptional circumstances which warrant the return of the fee.

8.22 “The AKA shall have the right to publish or cause to be published the orders made by an Appeal Tribunal, including the AKAC, and to publish the names of all the parties to the appeal. Any person or body whose name is published pursuant to this rule shall have no cause of action against the AKA or against any person publishing such order.

For the avoidance of doubt, this rule authorises only the publication of the orders made and the names of the parties and does not authorise, in part or in whole, the publication of the judgment or publication of any transcript relating to the appeal proceeding.”

8.23 If an Appeal is on the grounds that the procedure adopted at a Steward’s hearing or at a Tribunal was not in accordance with these regulations, then the body hearing the Appeal must determine whether the failure to follow the regulations was so serious that the decision appealed against should not stand. If the body makes a determination that the decision cannot stand, then that body shall re-hear the matter or refer it for re-hearing. Failure to follow procedures will not result in dismissal of a complaint by an appeal body.

8.24 If an Appeal Tribunal or the AKAC forms the view that an Official has acted improperly, it may:

- (a) call upon that Official to state, after an adjournment if necessary, why he or she should not be prohibited from acting as an Official for a period of time and
- (b) after considering all relevant material presented to it, prohibit the Official from acting as an Official or a particular Official for a stated period.

8.25 Appeals directed to the AMSAC are subject to the AMSAC’s own time limits and rules and not those referred to in regulation **8.14 (a) (c) and (e)**.

AKA APPEALS COURT

8.26 Preamble

The Australian Karting Appeal Court (AKAC) is karting’s own Court of Appeal which shall be chaired by an accredited AKAAP. The aim of AKAC is to provide a Court of Appeal whereby appeals are available by way of right and not by way of leave as is the case with the AMSAC. The intention is to be able to conduct appeal hearings where Appeals involve less expense on the part of all parties and where Appeals can be heard more quickly than through the AMSAC. The right to seek leave to appeal to the AMSAC shall remain. It is the intention of the AKAC to keep its processes as flexible as possible by, amongst other things, encouraging Appeals to be by way of written submissions rather than in person, and by conducting Appeals via telephone hook-up and if feasible via video-link.

8.27 Constitution

- a) The AKAC is a duly constituted body that is independent of the AKA and specifically charged with hearing Appeals arising from decisions of an Appeal Tribunal or a Stewards Hearing from a State or National Championship.
- b) Anybody, official or person affected by any decision of an Appeals Tribunal or a Stewards Hearing from a State or National Championship may appeal to the AKAC.

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- c) A State Karting Council or the AKA Secretariat or the National Karting Council (NKC), may appeal to the AKAC if it is satisfied that the Appeal should be brought in the best interests of karting.

8.28 Composition

- a) The AKAC shall comprise three (3) members, at least one of whom shall be an AKAAP
b) An AKAAP shall chair the court. (Australian Karting Association Appeals Person)
c) The chairperson shall have the powers to act as the Court Registrar but may appoint an independent person to act as the Court Registrar.

8.29 Time

- a) A Notice of Appeal shall be lodged with the AKAC Registrar at the AKA National Office within 7 days of the handing down of the decision that is being appealed, **unless it is a Notice of Appeal from a Steward's Hearing from a National Event (State Open Championship, National Championship or CIK Event) when rule 8.04(b) will apply in all respects.** Notices of Appeal should preferably be lodged by email addressed to @austkarting.com.au
b) The Notice of Appeal shall be in writing and in a form approved by the AKAC and accompanied by the appropriate fee. Where a Notice of Appeal is lodged by email, the Appeal shall be deemed to have been lodged only when the Appeal fee is received by the AKAC Registrar.
c) The AKAC may allow an Appeal out of time upon application being made to it in writing setting out the reasons for the out of time application, **as per rule 8.05.** Such reasons shall be satisfactory to the AKAC before it shall allow the Appeal. No application shall be accepted by the AKAC when such application is received more than 72 hours out of time. The proposed Notice of Appeal shall be lodged with the application together with a late application fee, which fees are as follows:
(i) where the Appeal for which leave is sought is to be by written submissions only, \$100;
(ii) where the appeal for which leave is sought is to be in person, \$200;
d) An Appeal by a State Karting Council or the AKA Secretariat or the National Karting Council (NKC) shall be lodged within 14 days of the handing down of the decision being appealed and rule (c) above shall not apply.

8.30 Fees

- a) The fee for an Appeal to the AKAC is \$2,200 (including GST) where an Appeal in person is required, or
b) \$1,100 (including GST) where an Appeal is required by way of written submissions only.
c) A State Karting Council or the AKA Secretariat or the NKC is not required to pay an appeal fee or late fee.

8.31 Notices

- a) A Notice of Appeal must state whether the Appeal is an appeal against a conviction, a penalty, or both and shall fully set out the grounds of Appeal.
b) The AKAC may allow an Appellant to rely on a ground of Appeal not set out in the Notice of Appeal provided that such ground is not prejudicial to any other party to the Appeal.
c) The AKAC Registrar shall ensure that a Notice of Hearing of the Appeal is forwarded to the Appellant and any other parties to the Appeal not later than:
(iii) 10 days before the date on which the Appeal is to be heard.
(iv) 17 days before the date on which the Appeal is to be heard in matters where the Appellant is normally domicile in a State other than the State in which the Appeal is to be heard.
d) A Notice of Hearing of Appeal may be delivered personally, by post, by email or by facsimile. A Statutory Declaration duly declared by the person who delivered personally, posted, emailed or faxed the Notice shall be deemed as proof of personal delivery, emailing, posting or faxing.
e) The date for hearing of the Appeal shall be notified to all parties concerned within 30 days of receipt by the appropriate AKAC Registrar of the Notice of the Appeal or within 30 days of any directions hearing, whichever is the latter.
f) Time frames in this rule **8.31** may be varied by the National Tribunal Registrar or by the AKAC in circumstances where variation is warranted and such variation is convenient to the court.

8.32 Directions

- a) The National Tribunal Registrar or the Chairperson may at any stage prior to the date fixed for the hearing, conduct a directions hearing to ascertain each parties understanding of the issues at large, the parties preparedness for hearing, what material should be exchanged between the parties and otherwise as provided for in rule **8.15.**
b) Subject to this rule **8.32**, the National Tribunal Registrar or the Chairperson shall give the parties a timetable for the parties to provide a written outline of the submissions to be made to the AKAC. A copy of such written outline shall be provided to the AKAC and to each party to the Appeal.

8.33 Hearings

- a) Hearings shall preferably take place by telephone conference but otherwise, at a location determined by the AKAC Registrar.
- b) An Appellant's attendance at hearings and associated costs shall be at the Appellant's sole cost.
- c) An appellant may be represented by an advocate but only with leave of the court. Advocates shall not be persons who are legally qualified. An application for leave to be represented by an advocate shall be lodged with the AKAC not less than 14 days prior to the date fixed for hearing. Such application shall be in writing and shall at a minimum state the name of the advocate and the reason that leave is sought to be represented by an advocate.

8.34 Penalties

- a) The AKAC when hearing an Appeal may impose or vary any penalty provided such imposition or variation is within the range of penalties it is empowered to impose pursuant to the Provisions of this manual.
Any driver who's appeal against a licence suspension is subsequently dismissed, may have their original licence suspension increased.
- b) The AKAC may alter any decision made by an official or officials or by a State Karting Council.
- c) AKAC may not alter a decision of the National Karting Council unless it decides that the decision:
 - (i) was not within the power of the National Karting Council to make or
 - (ii) was not permitted by the registered Rules of the AKA or
 - (iii) was not permitted by these regulations.
- d) An Appeal fee will only be returned to the Appellant if:
 - (i) the Appeal is successful or
 - (ii) The AKAC considers that there are exceptional circumstances, which warrant the return of the fee.
- e) Notwithstanding rule 8.34, an out of time application fee is not refundable in any circumstances.

- 8.35** "The AKA shall have the right to publish or cause to be published the orders made by the AKAC and to publish the names of all the parties to the appeal. Any person or body whose name is published pursuant to this rule shall have no cause of action against the AKA or against any person publishing such orders.

For the avoidance of doubt, this rule authorises only the publication of the orders made and the names of the parties and does not authorise, in part or in whole, the publication of the judgment or publication of any transcript relating to the appeal proceedings."

8.36 Further Appeal

- a) The Appellant has the right to appeal against the decision of the AKAC to AMSAC. This is subject to AMSAC time limits and rules. As laid down in the 2010 CAMS Manual of Motor Sport. Section 5: Judicial, Appendix G.

Item 7 – AKASA Steward Item 5

Proposed changes to rules 4.01(c) and (d)

- (c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors. All AKA Licenced Officials must satisfactorily complete an Officials Training School **annually**, either "on line" or in person, in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.
- (d) All State Karting Councils must appoint a State Officials Coordinator. State Officials Coordinators can officiate as a Clerk of Course / Steward in their own State.
- (e) State Karting Councils, at their discretion, may nominate additional official positions e.g. announcer, race controller and / or Clerk of Course Prosecutor to any race meetings. These positions must be included in the approved supplementary regulations for the race meeting.

Delete the proviso below;

Proviso:

Section 4.01(c) does not apply if pre-arranged schools were in place for Scrutineers and Stewards in regional areas to be satisfactorily completed by such Scrutineers and Stewards prior to the 30th Day of June of the year applicable to the current Karting Manual.

OFFICIALS COMMITTEE RESPONSE

All co-ordinators agree with the re-wording of 4.01(c) and (d) above and the deletion of the existing proviso.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

Proposed changes above in red to be adopted and the existing proviso referring to rule 4.01(c) be deleted.

Item 8 – WA Steward Item 1

Chapter 15

Red Flag

That the use of the Red Flag be reviewed.

Reason:

At some circuits, drivers are not aware of the red flag situation until it is almost too late. Is there a means whereby the length and configuration of the track can demand that red flags are placed at intervals? Will the use of lights as flag points alleviate these issues?

OFFICIALS COMMITTEE RESPONSE

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action. It is up to the individual clubs and track inspectors to control how, when, where and by whom red flags are located and used during a race meeting.

Item 9 – WA Steward Item 2

Chapter 4

Rule 4.12

Add:

(k) A debrief must be held after all State & National Championships to thank all volunteers and hear any matters that are raised.

OFFICIALS COMMITTEE RESPONSE

When circumstances allow, this procedure is already implemented at major meetings across Australia.

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action to be taken

Item10 – WA Steward Item 3

Chapter 24

Remove the need to measure noise at all race meetings and rely on the fact that all approved engines (in conjunction with their appropriate exhaust systems) fall within the noise limits. As the Chief Scrutineer is a Judge of Fact, then the call to black flag a kart can be subjective rather than resorting to a complex method of measurement.

Reason:

Very rarely are the Noise Meters used anymore. They were not of good quality and using them to distinguish a noisy kart amongst a pack is near impossible.

OFFICIALS COMMITTEE RESPONSE

OFFICIALS COMMITTEE RECOMMENDATION TO THE NKC

No further action to be taken

ITEMS PRESENTED TO THE NKC.

Items 3, 5 and 7 above were presented to the NKC for approval and immediate implementation.

All three items were approved and given immediate implementation.

OFFICIALS CO-ORDINATORS DISCUSSION ITEMS

1. Discussion on the content and meaning of rule 15.10 (Yellow flag) with regard to competitors who are under caution and catch up to another competitor who is “off the track” or “moving slowly but partially disabled”.

Co-ordinators to go back to their states and have discussions with their officials, then liaise by email with the other state co-ordinators by 30th June.

2. There appears to be no job description for a State Officials Co-ordinator. National Officials Co-ordinator to write a job description and circulate to the State Co-ordinators for comment before being presented to the NKC for approval.

PROPOSED JOB DESCRIPTION FOR A STATE OFFICIALS CO-ORDINATOR

- Maintain a data base of all licensed Officials in their state.
 - Operate a roster system to allocate licensed officials to race meetings within the state.
 - Liaise with the National Officials Co-ordinator and other State Co-ordinators with regard to interpretation and upgrade of the AKA Manual to ensure a consistent interpretation of the rules.
 - Attend the annual Committee’s Conference.
 - Organise Officials Training Schools annually for officials within their own state.
 - Attend all meetings as required of the State Karting Council
 - Receive and process applications for upgrade of officials and make recommendations of same to State Karting Council for approval.
 - Carry out the directions of the State Karting Council.
3. National Officials Co-ordinator to write a paper on “Officials Accreditation Procedures” for Licensed Officials and circulate to the State co-ordinators for comment before being presented to the NKC for approval.

OFFICIALS ACCREDITATION PROCEDURES

Level 1 or National Official

To retain a level 1 accreditation, licensed officials must continue to demonstrate their knowledge of the AKA manual and their ability to confidently and competently officiate race meetings.

Level 1 Officials may have their accreditation down graded if any of the following conditions are met;

1. fail to comply with the above conditions
2. fail to officiate at a race meeting for more than a two year period
3. fail to successfully complete an Officials Training School annually, either "online" or in person.

Level 2 or State Official

To retain a level 2 accreditation, licensed officials must continue to demonstrate their knowledge of the AKA manual and their ability to competently and confidently officiate at race meetings.

To upgrade to a level 1 or National Official, a level 2 Licensed Official must comply with the requirements set out in the relevant section of the Officials Handbook.

Level 2 Officials may have their accreditation down graded if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at a race meeting for more than a two year period
3. Fail to successfully complete an Officials Training School annually, either "online" or in person.

Level 3 or Club Official

To retain a level 3 accreditation, licensed officials must continue to demonstrate their ability to competently officiate at race meetings.

To upgrade to level 2 or State Official, a level 3 Licensed Official must comply with the requirements set out in the relevant section of the Officials Handbook.

Level 3 Officials may have their accreditation down graded if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at a race meeting for more than a 12 month period
3. Fail to successfully complete an Officials Training School annually, in person.

Level 4 or Trainee Official.

To gain a level 4 Trainee Officials License, a person must successfully complete an Officials Training School and officiate at race meetings under the guidance of a more qualified relevant official.

Level 4 Officials may have their accreditation cancelled if any of the following conditions are met;

1. Failure to comply with the above conditions
2. Failure to officiate at race meetings for more than a 12 month period
3. Fail to successfully complete an Officials Training School annually, in person.

National Officials Coordinator Discussion Item:

Proposed New Rule 19.14(e)

19.14(e)

When timed qualifying is employed to determine grid positions for co-jointly run classes, competitors must be allocated their relevant grid positions within their own class. Competitors shall not be gridded for racing as a combination of the classes, but as separate classes, one class behind the other. i.e.: Light class followed by the Heavy class.

This rule does not apply to a class formed under rule 19.37 which may be a mixed class, **not a co-joined class. I.e.: Pro Clubman @ 150kg.**

EXPLANATION;

When classes are run co-jointly to either save time or because of a lack of numbers, and timed qualifying is used to determine grid positions, all competitors in the faster class (except for P platers) must be gridded together as per their relevant qualifying lap times and then all competitors in the slower class gridded together as per their relevant

qualifying lap times. P plate drivers from both classes must then be allocated their grid positions relevant to their qualifying times in class order (faster class first).

Rule 19.17(c) 3) currently states;

- 3) The fastest single lap for each driver, from all sessions, will determine their respective grid positions for their event. In the event of a tie, the next fastest lap will determine the grid position. In the event of a further tie, grid positions will be determined by a rerun of a timed session for those affected by the tie, over a maximum of three timed laps.

At a recent meeting in Newcastle, the event Officials decided to run Leopard Light and Leopard Heavy co-jointly.

Grid positions were determined by a single timed qualifying session with both classes run co-jointly.

The first sentence in rule 19.17(c)3) above states that grid positions for their event will be determined by the fastest single lap for each driver.

The intention of this rule applies to single or combined classes only, not co-jointly run classes.

The intention of the above proposed new rule is to still allow classes to time qualify co-jointly, (run against the clock) but be gridded and race against competitors in their own class, not against the co-joined class.

Australian Karting Association Inc

Track Committee's

**Recommendation to the
NKC Meeting
21/22 August 2010**



By: Teleconference
Date: 9th June 2010
Time: 7.30pm

Item 1 – From National Track Coordinator

Rule 18.09 Part 3 (b)(ii) - Correction

18.09.3(b)(ii)

A catch fence will be located at the maximum distance possible from the outside edge of the **track**.

Reason:

Correction to rule

Committee's recommendation to the NKC:

Typographical error - the proposed change as per above be approved by the NKC.

Item 2 – AKANSW Track Item 1

Rule 20.01 requires the designated track/club for the Nationals to be inspected two years before the event, by the N.K.C. appointed track inspector.

We need to have it clarified who this person will be i.e. National Track Safety Officer/Inspector. What duties are required from this person now and into the future. It would appear that rule 20.01 has not been applied since the Nationals were held at Eastern Creek in 2007.

Committee's recommendation to the NKC:

Amend rule 20.01 to read **"The National Track Safety Officer/Coordinator to inspect track(s) for Nationals"**.

Item 3 - NSW Admin Agenda Item 3

Engine Starting Area's – should be allowed to start engines in your pit area.

Committee's recommendation to the NKC:

Lapsed – existing rule to stand.

Recommend: Stewards to consider imposing a mandatory fine/punishment for starting karts in pit area.

Item 4 – VKA Track Item 1

Rule 18.04 - Changed to read:

State Closed Sprint Titles.

Circuit to be a minimum length of 500 meters and a minimum of **6** meters.

Also Add: to 18.04

The above grading and criteria are subject to the discretion of the NKC/SKC.

Reason:

Chapter 18 allows for all existing track to have 6 meter widths and straights 7 meters some existing tracks are 7 meters and 6 meters wide in some areas. By having 7 meters this puts them out of contention of a closed State Title.

Committee's recommendation to the NKC:

Lapsed – existing rule to stand.

Item 5 – AKATAS Item11

Ch 18 Compliance and enforcement – National Circuit Construction and Safety Standards.

Differing State standards. Rule book should be enforced across Australia or otherwise these rules removed from rule book. Coordinator role be removed and Track Inspector be reinstated in some form.

Reason:

(State reason(s))

Committee’s recommendation to the NKC:

Referred to the NKC for discussion at the next NKC meeting.

Item 6 – AKATAS Item 21

Rule 18.09 – 4 ii Safety Fence (a) Construction

Add: ‘Steel posts to be capped or sealed at the top of post’

Reason:

Recently a galvanized post broke off at ground level because it had rusted out from inside

Committee’s recommendation to the NKC:

Proposed wording above be accepted, rule to read;

18.09.4 Safety Fence

(a) Construction

(ii) The maximum spacing of posts will be three metres with corner braces and strainers as recommended by the manufacturer. Minimum post specification will be 75mm diameter CCA treated timber or 50mm NB galvanised steel posts **and must be capped.**

Discussion Items:

All delegates voiced their displeasure at having to hold their meeting via teleconference. All felt it was a slap in the face to the track committee not to have a sit down face-to-face meeting.

Track Lighting

Committee members had a general discussion on different options of track lighting.

Meeting closed: 9.45pm

Australian Karting Association Inc

IKC

**Recommendations to the
NKC Meeting
21/22 August 2010**



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW
Date: 5th June 2010

Meeting Opened – 9:45am

1. Finalise engine list

National office to follow up outstanding invoices

Brendan Nelson - \$800

Matthew Bailey - \$2000

Two used engine still at Kart 1, will be staying for 'promotional/back-up' purposes

Addendum required in Chapter 50 regarding owning the engine

Discussion regarding the remaining 12 brand new engines

\$26,000 of engines sold since January this year

Engines to be sold through St George Kart Centre for \$3,000+GST (the cost of them to the AKA). St George Kart Centre will then invoice National Office.

Test drive on the Thursday night prior to Eastern Creek using the lease engines, speak to Les May about to tyres. Offer a package deal through selected industry members who have support.

2. 2010 Prizes Finalise

Pro Light (KF1)

Winner - Suzuka

Runner-Up – Race tyres for 2011 CIK Stars of Karting Series

Third – Race entry per round for 2011 CIK Stars of Karting Series

Pro Gearbox (KZ2)

Winner – Vegas

Runner-Up – Race tyres for 2011 CIK Stars of Karting Series

Third – Race tyres for 2011 CIK Stars of Karting Series

Pro Junior (KF3)

Winner – Monaco

Runner-Up – Race tyres for 2011 CIK Stars of Karting Series

Third – Race entry per round for 2011 CIK Stars of Karting Series

3. Budget

All appears on track

4. Tech Regs 2011

Require a list of what is required from each club

Look to have a dedicated CIK Technical Officer for 2011, Les Allen is a possibility

Implement several checks for the remaining two rounds

5. NKC approve KF1 Barrel

For the NKC to do across the

6. Perpetual Trophies

Look to cost of laser cut stainless steel for perpetual trophies and series trophies

Lee to come up with design and Richard to look at costings

Perpetual Trophies to be named after significant players in Australian karting

KF1 – SuperPro – James Courtney

KZ2 – SuperPro Gearbox – John Pizzarro

KF3 – SuperPro Junior – Jon Targett

7. Manufacturers Cup

Initial plan for 2010 will proceed with an average of top six for each manufacturer and a minimum of two drivers.

2011 will have two drivers nominated by both the manufacturer prior to the opening round

8. CIK Update

Look to offer one of the rounds as a 'trophy round' where New Zealand drivers can come and compete.

Discuss with Pro Junior drivers regarding the above happening at the final round of 2010

Craig advised that his trip to Japan was a great opportunity to speak with the new President, seems very open to everything, a lot of experience and got some good background knowledge/ He now has an understanding of what it is like to travel to outside of Europe.

Asian Series is on the Vortex engine for KF3

CIK now supply people to monitor both systems for revs and clutches

CIK are very hot on safety, especially for junior drivers – side impact, collapsible steering column and safety barriers

Requested for the CIK to discuss the different zones regarding Asia and Pacific

Ran through the development of the CIK categories we are running here and they are pleased with what we are doing

Ages for licences with CIK is changing and we need to look at where we are heading

Discussed the opportunity for the Oceania Championships to return and also looked at

how we can work with them for the Under 18 championship and Academy

Craig requested information on how the Zones can develop again

Looked at getting track(s) homologated here in Australia

Technology for the camera, rev system etc

One thing Craig put to them is requested to know how to put on a round of the World Under 18 championship. At the moment they are tied in for three years with the current contractors. The next round of contracts will look to include a fly away round – probably either Australia or Japan.

9. Timetable – Support Class laps

Discussion was on the 11am start for Friday and the length of development category races. Lee explained the method regarding the later start on Friday was due to the opportunity for media commitments and all were in agreement to leave it as it. The support class laps have been corrected for the remaining rounds.

10. CIK Class names

After a lengthy discussion it was decided to change the class names to

KF1 – SuperPro

KZ2 – SuperPro Gearbox

KF3 – SuperPro Junior

This will also allow the Development categories to be referred to as the Clubman Pro and Junior National Pro

11. KF1 30mm Carb

Leave as is, going to be more of a benefit for competitors next year when the upgrade for KF1 engine comes on board.

12. 2011 Calendar

Lee to source dates. Look to have opening round in Queensland. Competitors indicated five rounds was the preferred option.

Proposed Dates

Feb 27/28 – Ipswich, Qld

April 3/4 – Geelong, Vic

May 15/16 - Newcastle, NSW

July 17/18 – Melbourne, Vic

Aug 7/8 – Eastern Creek, NSW

Trophy Race for Eastern Creek

13. Supp Regs for Round Four

Peter to discuss with Pam

14. Series Dinner for 2010

To be held on the Sunday night in Melbourne, email to all competitors concerning this.

Meeting Closed - 4:18pm

IKCItem:
Chapter 50

Removal of Chapter 46

Include into Chapter 50 the following.

50.17 Stand alone events and series other than National Championships and or State Championships conducted by the IKC\AKA.

a) KF1,KF3andKZ2(gearbox)can be run independently to the CIK events but in doing so must strictly conform to the technical specifications contained within chapter 50 in all aspects unless authorized by the IKC and AKA.

Reason:

To allow Clubs and or promoters to run the various CIK classes, but to ensure that the classes are run to the CIK formula and maintain the class\ classes integrity.

b) All club \ promoter events shall be authorized by the relevant SKC in conjunction with the IKC.

Reason: To eliminated event conflicts pertaining to dates.