

STRIKE PRODUCTS

47 ASHBY ST, WANNEROO
WESTERN AUSTRALIA, 6065
Phone 61 8 9306 1589
Fax 61 8 9306 1655
Email: strikep@bigpond.net.au
www.strikeproducts.com.au
ABN: 79 591 274 541

27 March, 2006

Australian Karting Association Inc – National Office
P.O. Box 4222
Penrith Plaza
Penrith
NSW, 2751

Dear Sir/Madame,

As a manufacturer of AKA registered karting products, I would like to put forward some suggestions to be reviewed by the Technical Committee at the 2006 Committee Conferences with respect to clutch specifications in Rule 25.17 (d).

1. That the 3000 rpm engagement speed be increased. Piston port engines have, at best, an average idle speed of around 2500 rpm. With the characteristic 4 & 8 stroke firing of these engines, it is very common for the engine to have peak idle speeds that can cause the clutch to engage. This is inconvenient for the karter in having to ensure that the brake is engaged and it could also be regarded as a safety issue. Another issue is that at 3000 rpm, a piston port engine has very little useful torque, making driving out of a "stuck or partially bogged" situation difficult or even impossible, negating the benefits of the clutch. It is suggested that an initial engagement speed of 4000 / 4500 rpm be considered. As the AKA specifies a centrifugal clutch, the clutch will quickly fully engage above this speed and not introduce any slippage at racing speed. There is evidence to suggest that the 3000 rpm engagement speed is regularly exceeded with a certain control class clutch design, but with no impact on the intent of the AKA for "non slipping" clutches.
2. That the AKA specifies a shoe type clutch design only, eliminating the "slipper" plate type clutches as used in the US.
3. That the registered SSS clutch be allowable to be fitted to the ARC Spec 100 engines. This was the intent last year and was agreed to by Mr Frank Cesnik of Alltype, but for some reason it was omitted in the 2006 rulebook.

Please feel free to contact me if you need any further information.

Yours Sincerely,

Ken Seeber