

Australian Karting Association Inc

Administration Committee

MINUTES



Venue: Novotel Brighton, Brighton Le Sands, Sydney
Date: 22/24 June 2007

Executive Members

Richard Erdmann (AKA President)
Simon Whiting (AKA Vice president)
Pam Arnett (AKA Secretary)

Apology – Max Laybutt (AKA Treasurer)

Meeting Commenced: 7.00pm Friday 22nd June 2007

Item 1

Chapter 13 – Rule 13.20 Licence Divisions: Track Use Restrictions

The current rule allows a practice licence holder to use whatever powered engine he chooses, and that was never the intention of this rule nor does it provide any control over new people wanting to use a club facility and therefore benefit of our collective insurance.

Chapter 13.18(a) simply negates 13.20(e), which is the very requirement to control the practice licence power unit.

Reason: The stupidity of this rule is that it allows practice licences to use power units that competition licence holders can't, so in effect the rule is unacceptable, dangerous and displays a complete lack of duty of care for people who are inexperienced and new to karting.

Executive recommends
This be moved to NKC meeting

Item 2

The Plastic Licence

(See attached report)
Attachment 1

Executive Recommends
This be moved to the NKC meeting

Item 3

Licence Cost Review

Executive recommends
This be moved to NKC meeting

Item 4

Weight Survey

Report to be distributed at meeting

Executive recommends

This be moved to NKC meeting

Item 5

AKAC Tribune

(See attached report)

Attachment 2

Executive recommend

That the tribune members are appointed by the NKC, Secretariat or directors.

Item 6 (Pam Arnett)

Administrative Procedures

ADMINISTRATIVE PROCEDURES

A1 Communications must follow the official path:

- a) From club member to club secretary, from Club Secretary official correspondence (letterhead) to State Office to National Office for forwarding to other bodies involved.
- b) Replies are to follow reverse procedures.

Responsibilities of National Officers

A2 National President

The National President will

- a) attend all meetings as requested by the Council;
- b) preside at all meetings of the secretariat, the council and committees;
- c) carry out the directions of the Council;
- d) Oversee all officers of the Secretariat;
- e) Oversee all Legal issues;
- f) Liaise with other motor sport bodies.

A3 National Vice President

The National Vice President will

- a) prepare, in conjunction with the treasurer, a budget for the approval by the Council, and monitor and report on performance against the budget.
- b) prepare tender invitations and administer tenders in conjunction with the Admin Tech Officer;
- c) prepare, in conjunction with specialist committees, policy statements and specific purpose manuals for approval by the Council;
- d) liaise with State karting administrations and develop an effective system of collecting statistical information;

A4 National Treasurer

The National Treasurer will

- a) Attend all meetings as requested by the President;
- c) Preparation of the National budget;
- d) Prepare monthly financial reports for consideration by the Council;
- e) Compilation of license data;
- f) Liaise with the Auditors;
- g) Assist with Insurance Matters

A5 National Secretary

The National Secretary will

- a) Oversee the organisation of national and international events;
- b) Be responsible for the issuing of permits and licences for which the National Office are responsible for;
- c) Assist all other members of the Secretariat.
- d) Liaise with Office staff on day to day issues as required
- e) Oversee collating of agenda's and minutes of meetings

A6 National Technical Coordinator

The National Technical Coordinator will

- a) attend all meetings as required by the Council or President;
- b) coordinate the National technical advisory committee, and act as the means of communication between the committee and the Council;
- c) advise all the State Technical Advisers;
- d) ensure a consistent interpretation of the technical rules in each state;
- e) collect and evaluate interpretations from each State Technical Advisor and circulate
- f) carry out the directions of the Council.

A8 National Events Administrator

The National Events Administrator

- a) Attend all meetings as requested by the President;
- b) In conjunction with the President be responsible for:
 - National Championships
 - Overseeing of CIK
 - Liaison with promoters and Events Officials
 - Venue Evaluation and Selection
- c) Collect and evaluate information relating to National Championships and advise Council;
- d) Where the NKC is required to select the host club for National Championship:
 - report to the NKC on each submission on their suitability. i.e. track, facilities, at the AGM
- e) Establish a database re – entries, consumables and facilities of each National Championship attended so as to:
 - Provide information to the clubs at least 2 years prior to event;
 - Liaise with appointed club officials (max 2) answering enquiries and requirements;
 - Report to the President of any matter of concern regarding progress or scheduling;

- f) Examine Supplementary Regulations; (in conjunction with National Officials Co-coordinator prior to approval);
- g) Attend the National Championships in an advisory capacity from a period 48 hours prior to the first official practice;
- h) Attend all meetings requested by Council or the President; and take directives from Council.

A10 National Officials Coordinator

The National Officials Coordinator will

- a) attend all meetings as required by the Council or President;
- b) coordinate the National Officials Committee, and act as the means of communication between the Committee and the Council;
- c) advise the State Officials Coordinator;
- d) in conjunction with the State Officials Coordinator, ensure at least one Officials school is conducted in each state each year;
- e) ensure a consistent interpretation of the rules in each state;
- f) collect and evaluate interpretations from each State Official Coordinator and from tribunals and circulate if appropriate;
- g) carry out the directions of the Council.

A11 National Track Safety Coordinator

The National Track Safety Coordinator will

- a) attend all meetings as required by the Council or President;
- b) coordinate the National Track Safety Committee, and act as the means of communication between the committee and the Council;
- c) advise the State Track Safety Inspectors;
- d) inspect, or nominate an interstate track safety inspector to inspect all temporary circuits.
- e) in conjunction with the State Track Safety Officer, ensure at least one track safety school is conducted in each state each year;
- f) ensure a consistent interpretation of track safety rules in each state;
- g) carry out the directions of the Council;

Structure and Responsibilities of National Committees

A14 National Technical Committee

A14.1 Members

The members of the Committee are:

- a) a delegate appointed by each state karting council (as voting members); and
- b) the National Technical Coordinator as convener.

A14.2 A member of the Committee is not to be an engine measurer at a race meeting in that person's own state.

A14.3 Duties

The duties of the Committee are:

- (i) to advise the Council, the State Karting Associations, clubs and competitors on matters relating to kart specifications;
- (ii) to consider proposals for changes to the technical regulations, and make recommendations to the annual conference;
- (iii) to consider other matters referred to it by the Council, and make recommendations to it.

Executive recommends
NKC approval at AGM

Item 7 (Pam Arnett)
Fees

CHAPTER 2 - FEES

Fees are payable to the AKA: The fees payable to the AKA shall be as follows or as may be announced by the NKC from time to time. (All fees are inclusive of 10% GST where applicable)

EVENTS

2.01	National Sprint (Bitumen) Championship Permit:	
	(i) 2007 - NSW	\$4400 plus \$55.00 per entrant
	(ii) 2008 – TAS	\$4400 plus <u>\$65.00 per entrant</u>
	(iii) 2009 – QLD	\$4400 plus <u>\$65.00 per entrant</u>

Executive recommend
NKC approval at AGM

Item 8 (Pam Arnett)
Events

1 **Classes for Easter National Championships 2008** are as follows:

SENIORS	JUNIORS
100cc Clubman – Light	100cc Clubman
100cc Clubman - Heavy	100cc National - Light
100cc Clubman - Super Heavy	100cc National - Heavy
100cc National – Light	
100cc National – Heavy	
Leopard Light	
Leopard Heavy	
NOTE: No additional classes shall be run at National Championships	

Executive recommend
NKC approval at AGM

20.22 Method of Racing:
FOR EASTER NATIONAL SPRINT CHAMPIONSHIPS 2008:
OVER SUBSCRIBED CLASSES - MORE THAN 40 KARTS - draft 1

1.
 - a) Two (2) by five (5) minute timed qualifying sessions as per Rule 19.17.
 - b) Entries for the over subscribed classes will be split into multiple qualifying groups based upon race number to a maximum of (3) three groups, the total number of entrants in any single class shall not exceed (3) three times the maximum track density. [E.g. if 85 enter a class, the class will be split into a maximum of three near equal groups no larger than the maximum track density of that circuit for timed

qualifying based upon the issued race numbers. Group 1 being the lowest kart numbers, Group 2 being the next equal kart numbers and so on until all entries are allocated equally to a group.

- c) For the first qualifying session, the lowest kart numbers will be placed to the front in each group in ascending numerical sequence.
- d) For the Second qualifying session, the highest kart numbers will be placed to the front in each group in descending numerical sequence.
- e) After qualifying each class will be split into equal groups up to the maximum track density based upon the recorded timed qualifying position.

2. Each group will be populated as follows;

- a) All entrants who have recorded a qualifying time will be placed in a pool group up to the maximum track density to a maximum of three pool groups
- b) The grid allocation for the heats are as follows: The fastest qualifier is allocated to group 1, the second fastest to group 2 and so on until each group is filled in sequence.
- c) All pool groups compete in two heats and accumulate points for a grid position for the pre-final. Non-finishers will be accredited points based on their position of completed laps.
- d) Grid positions for the final shall be determined by the finishing order of the Pre-finals, and the use of the points accumulated from the Heats shall be used to determine the final grid allocation to separate the pool placing's, lowest points first.
1st place from each pool group of the Pre-finals shall occupy grid positions 1,2 or 3 the final determination being made by the lowest points from the heats first.
2nd place from each pool group of the Pre-finals shall occupy grid positions 4,5 or 6 the final determination being made by the lowest points from the heats first, this process repeated until all positions are filled.
- e) In classes with less than 3 groups, the top 40 positions for the final be filled by competitors with the lowest points gained from the heats and the pre-final, the lowest points to grid 1 and so on to track density.
- f) In the event of a tie on points for any grid the first tie break will be determined by the fastest recorded time from timed qualifying, in the event of equal times, the first recorded fastest time will conclude the tie break.
- g) Points for the heats and are awarded on the Zero points system – (e.g. 0 for first, 2 for second 3 for third and so on. Two heats of 10 laps;
- h) Heat 1 – 10 laps - grids as per group qualifying positions.
- i) Heat 2 – 10 laps – grids as per group qualifying positions
- j) Heat 3 - 14 laps, grids as per accumulated points, lowest points first. (except for groups of 3)
- k) Final of 18 laps, grids as per 2.d.
Finishing order of the Final determines the winning positions in each class.

OVER SUBSCRIBED CLASSES - MORE THAN 40 KARTS

2007 Nationals format; as approved by the NKC 1st April 2007 – draft 2

- a) Two by five minute timed qualifying sessions per Rule 19.17. Over subscribed classes will be split into multiple qualifying groups based upon race number. E.g. if 85 enter a class, the class will be split into three groups for qualifying based upon race number with Group 1 being the lowest 30 kart numbers, Group 2 being the next 30 kart numbers and the final group of 25 karts. First qualifying session lowest

kart numbers to the front in each group. Second qualifying session, highest kart numbers to the front in each group.

- b) After qualifying each class will be split into equal groups of up to 40 karts based upon qualifying position. Each group will be populated based upon qualifying position as follows;
 - 1) The total number of entrants is divided by the track capacity, which determines the number of groups for the class.
 - 2) Once the total number of groups is determined the qualifying position determines which group each entrant competes in. Qualifying position 1 goes to Group 1, position 2 to Group 2 etc. Each subsequent qualifying position is included in the next group until the total number of groups is reached. The next qualifier then moves into Group 1. Once all groups are formed, if any group is less than 50% of track capacity then the number of groups is decreased by one.

E.g. If there are 130 entrants for a class, three complete groups would be formed and 10 qualifiers would cease to compete. If there are 58 entrants in a class, two groups of 29 would be formed. If there are 41 entrants in a class one group of 21 and one group of 20 would be formed.
 - 3) Those entrants not included in a group do not compete further and receive a \$100 refund of their race entry fee (no refund for tyres).
- c) The groups compete separately up to and including the pre-final. The top 40 from the groups form the final grid. The final grid positions are based upon the points gained during the heats and pre-final with the karter with the lowest points to grid position 1, next to grid position 2 and so on through the field.
- d) Where an equal point's situation exists for the final, the karter with the higher qualifying position (1 being highest) will receive the higher starting grid position (1 being highest).
- e) Points for the heats and pre-final are awarded on the following basis. 0 for first, 2 for second, 3 for third and so on sequentially through the field.
- f) Three heats of 10 laps; Heat 1 - fastest qualifying time to grid 1, and so on. Heat 2 - fastest qualifying time to grid 1, and so on.
- g) Heat three of 14 laps, lowest points to grid 1 and so on.
- h) Final of 18 laps, the lowest points holder from the groups to grid 1, second lowest points holder to grid 2 and so on.
- i) Finishing order of the Final determines the winning positions in each class.

Draft 3.

Over subscribed classes

The over subscribed classes will be split into 2 or more groups subject to numbers. i.e 40 entries in the class will be split (by draw) into 2 groups of 20 (A & B).

Each group will stay together until the final i.e. Group A qualifies together and races first 3 heats together.

Qualifying: 2 x 5 minute timed qualifying sessions. All competitors are to time qualify (as per rule 19.17). Fastest lap time recorded to grid 1 and so on for heats 1 and 2.

Two (2) Heats To be run over 10 laps.
Heats 1 and 2 – fastest qualifier to grid 1 and so on.

Heat 3 To be run over 15 laps
Lowest points to grid 1 and so on.

Executive recommend
NKC discussion at the AGM

20.13 Entry Fee:

(a) **Easter National Sprint Championship** submitted to NKC at conference preceding allocated year. (submission should include the practice fees and entry to the circuit for the driver and two pit crew)

- (i) **2008 Easter National Sprint Championship:**
Entry Fee shall be **GST inclusive, per Driver, per Kart, per Class.** (Tyre pooling / purchasing costs will be extra). All fees and entry to the circuit for the driver and two-pit crew from Friday 29th February 2008.

Executive recommends
Admin recommends approval at AGM

20a.11 During the conduct of a Standalone National Championships:

- Only closed/normal events will be authorised in the same state, unless they are within 150km or 1.5 hours travel time from the event.

Executive recommends
Admin recommends approval at AGM – with a change to the kilometre range

Item 9 (AKAQ Item 5)
Review item A14.2 Administration Procedures

Reason: Inconsistent with other Committee designations and restrictive of expertise for no apparent or legitimate reason.

Executive recommends
Admin recommend approval at AGM – see item 6

Item 10 (AKAQLD Item 6)
Rule 19.26(ii)

Delete the first paragraph, and replace with the following:-
The practice of weaving to warm tyres is forbidden.

Reason: Excessive weaving by drivers have resulted in accidents occurring before the racing has even started. This can be prevented by the elimination of weaving altogether. It is not allowed in timed qualifying, so why have it at all.

Executive recommends
Do not recommend approval at AGM

Item 11 (AKAQLD Item 7)

Rule 41.05 Weight.

Reduce the overall weight by 10 kgs to 80 kgs.

Reason: Weight surveys show that most 7-9 year old Midgets have to add lead to make the current weight, which begs the question – Why add weight when it is unnecessary.

Refer to weight survey presented Simon Whiting for NKC discussion

Item 12 (AKAQLD Item 8)

Rule 41.05 Weight.

Allow two (2) weight divisions for Midget Class, 80kg and 95 kg.

Reason: This will take into consideration the older Midget and the heavier Midget. Most other Classes have a Light and Heavy class, why not Midgets. Children from 7 years to 11 years are vastly different in weight.

Refer to weight survey presented Simon Whiting for NKC discussion

Item 13 (AKAQLD Item 9)

Drivers are to have pushers.

Reason: This is a safety issue.

Refer back to Queensland Karting council for further clarification.

Item 14 (AKAQLD Item 10)

All non-clutch driven karts to have a pusher for starting on the Out grid.

Reason: This is a safety issue, and should be referenced in the AKA manual.

Insurance claims do not reflect statement

Item 15 (AKANSW Item 1)

Moratorium on J and Clubman Classes

NSW supports a moratorium of the J and Clubman Classes for five years to remain as they are.

Reason: To stabilize and consolidate the classes.

Executive recommends

Refer to NKC for discussion

Item 16 (AKANSW Item 3)
State Championships - Midgets

That the midget category not be allowed to complete in the State Championships.

Reason: Midgets are learning/introductory class and should not be exposed to higher levels of competition at such a young age.

Executive supports recommendation but refer to NKC for further discussion

Item 17 (AKANSW Item 4)
State Championships - Rookies

That the rookie class be permitted to race at State Championships provided that they have a minimum B grade licence.

Reason: To prohibit inexperienced drivers from competing in high-level competition.

Executive supports recommendation but refer to NKC for further discussion

Item 18 (AKANSW Item 5)
State Championships – Midgets and Rookies

If successful that NSW Items 4 & 5 be implemented on 1st January 2008.

Reason: Does not affect Midget/Rookies that are currently eligible to compete in 2007 championships.

Requires outcome from previous two items

Item 19 (AKANSW Item 6)
Licence Application Forms

That prior to the next "print" of Licence Application forms, the form be revised to include notations specifying the requirements for:

- Passport photographs;
- Birth Certificate for Midgets/Rookies & Juniors
- Completion of the Medical Declaration; and,
- Completion of a Waiver Release & Indemnity form

Reason: A lot of new licences are received without the accompanying documents and photos.

Executive recommend

Admin tidy up will implement on next print run.

Item 20 (AKANSW 7)

Rule 4.04 Nomination of Officials for State and National Sprint Championships

The paragraph number 4.04 is in the incorrect place as the heading Nomination of Officials relates to the State Sprint Championships (Bitumen). Paragraph 4.04 should refer to Plurality of Duties and all 4.xx paragraphs renumbered accordingly".

Reason: Manual Tidy Up

Executive recommend

Recommend swapping 4.03 and 4.04

Item 21 (AKANSW Item 8)

Parent/Pit Crew Licence

Parent/guardian licences be issued by the States with every Midget, Rookie and Junior licence issued

Reason: Parents or guardians, anyone in control of karters who are under 18 years, it will be at a minimal cost it will just be processing fee. They will be issued with a parent or guardian licence so that officials don't have to feel lousy about charging a 7 year old for their parent's behaviour. We want to be able to charge the parents. If they get charged enough times they will learn to deal within the rules. At the moment we don't have an avenue to the parents and we have to charge the child, we want to get to the stage where if we do get a totally obnoxious parent who does seem to have more money than sense, we can ban them from AKA venues and allow their child to still compete. We don't want to keep penalising the child for the parent or guardians behaviour. Clubs will be able to issue the licences on the day if a guardian arrives without a licence.

Executive supports recommendation but refer to NKC for further discussion

Item 22 (AKANSW Item 9)

Rule 25.03

May be used, provided they are no wider than 300mm (bitumen) or no wider than 500mm (dirt) and no higher than top of steering wheel and do not restrict the driver. Legibility of race numbers see rule 25.13.

Executive recommend

Admin tidy up for 2008 manual

Rule 1.05

Drivers will at all times be responsible for the conduct of their crews, and any offence committed by a crew member will be chargeable directly to the competitor. A drivers parent in the pit / paddock area will be automatically classed as a pit crewmember.

Executive supports recommendation

But refer to NKC for further discussion should item 21 be approved it must be included in rule 1.05

Rule 1.07 (o)

A competitor is deemed to be a DNS if they have not received the order to start. Refer R1.07(qq).

Executive recommends

Admin tidy for 2008 manual

Rule 1.07 (r)

Event - All competitions for one class at the one meeting except as allowed for in rule 19.14(d).

Executive recommend

Admin tidy up for 2008 manual

Rule 1.07 (II)

Secretariat - The Secretariat of the AKA, as set out in the Rules of the AKA. This rule should be under section 1.06 Definitions: (Of Bodies)

Executive recommends

No action

Rule 7.04 (j)

a decision made re Rule 19.17 (d) & (e).

Executive Recommends

Admin tidy up for 2008 manual

Rule 7.04 (m)

a decision made regarding rule 23.03.

Executive recommends

Admin tidy up for 2008 manual

Rule 7.19

The procedure for an Stewards' Hearing is set out in this Chapter. The Stewards are not a Tribunal and Chapter 9 does not apply to them. Any necessary interviews by the Stewards of the Meeting must be conducted outside the racetrack area (Refer Rule 1.07(jj)).

Executive recommends

Admin tidy up for 2008 manual

Rule 11.09.2

Postponement (the meeting or competition cannot begin or be completed on the proposed date)

In the case of a postponement for more than 24 hours, entry fees shall be returned, unless the entrant states his/her intention of competing in a postponed competition.

Only the Stewards of the Meeting have the authority to order postponement and they may only do so for reasons of safety or force majeure*. (Refer Rule 4.09(k)).

Executive recommends

Admin tidy up for 2008 manual

Rule 11.09.3

Abandonment (is the act of giving up before completion of the meeting or a competition forming part of a meeting, and if possible results are declared)

Only the Stewards of the Meeting have the authority to order abandonment and they may only do so for reasons of safety or force majeure*. (Refer Rule 4.09(k)).

Executive recommends

Admin tidy up for 2008 manual

Rule 11.11.16

Fuel (refer Rule CHAPTER 22)

The organizers wish to inform competitors that premium unleaded fuel is not available within 40 kms of the circuit. In accordance with Rule 22.03. 3. A.(ii)

If a controlled fuel will be in use at this meeting, insert an appropriate statement here along with details of availability and cost.

If fuel testing is to occur, advise here and the control fuel to be used.

Executive recommends

Admin tidy up for 2008 manual

Rule 14.01.2

STANDARDS

- a) ~~Helmets bearing the following marks are approved for use on AKA circuits~~
- a) **AS1698** – Australian Standard.
- **BS6658 type A, BS6658 type A/FR** – British Standards Institute, including amendments.
 - **ECE-2204 and ECE-2205** – European Standards.
 - ~~Snell M90, Snell SA90, Snell M95, Snell SA2000, Snell M2000, Snell L98~~ – Snell Foundation.
 - **SFI Specific 31.1. SFI Specific 31.2** – U.S.A. Standard
- b) Events on CIK International calendar will be subject to CIK Regulations.

GENERAL NOTE

A Helmet with correct standard number but which was manufactured more than 10 years ago will not be acceptable. IE a Snell M90 sticker with a manufactured date of April 1991.

Line 12 Update i.e. a SNELL M90 and year

Executive Recommends

Refer to technical committee

Rule 14.01(a)

Why? Duplication of section 5 above.

Executive recommends

Recommend removal of 14.01 (a) – admin tidy up for 2008 manual

Rule 1.07(nn)

Mentions 1.5km

Rule 18.06.1 refers to 1.7km

Rule 20.02 refers to 1.7km

Executive Recommends

Admin tidy up for 2008 manual

Rule 19.15

Number of Starters: Refer to rule 18.05. ~~In Track Safety Handbook~~

Executive Recommends

Admin tidy up for 2008 manual – refer for further discussion with NKC

Rule 19.14(d)

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

Executive Recommends

Admin tidy up for 2008 manual

Rule 19.35

Any kart entered may be driven by different drivers in different events, provided such alternative drivers have been properly nominated on separate entry and scrutineer forms for each event, and each has satisfactorily completed the required number of practice laps, eg. Junior and Senior Classes.

Executive Recommends

Admin tidy up for 2008 manual

Rule 20.14.3, 20.16(a)

The meaning of the word “entrant” changes, should be driver.

Executive recommends

Original definition is correct no change required

Rule 25.13 (v)

National Sprint Champions: Refer Rule 20.17(d).

Executive recommends

Admin tidy up for 2008 manual

Rule 25.13 (vi)

State Sprint Champions: Refer Rule 20.17(e).

Executive recommends

Admin tidy up for 2008 manual

Rule 25.19.1

25.19.1 Line 2 and 3 duplicated in 25.19.3 Line 3

Executive recommends

No change required

Rule 25.22.4(b)

For all other classes, if not specified within class regulations they must conform to Rule 25.09 and Rule 25.22.1.

Executive recommends

Admin tidy up for 2008 manual

Data Loggers

Is the only mention in the manual saying that Data Loggers are legal on karts under definition rule 1.07(n)?

Executive recommends

What the??????? More information

Rule 24.1.2

From 1st January 2003 says level must be 98dBA, still references saying 100dBA.

Executive recommends

Recommend changing 98 dba to 100dba to meet international standards – refer to AGM

Rule 1.07(kk)(a)

There is a max/min reference.

Go back to 1.07(l) max/min, should this be listed in 1.06 Definitions (of Bodies)?

Executive recommends

No change required

Rule 17.05

Is chapter 17 the most appropriate section for this rule?

Maybe chapter 19.26 “starting” would be more appropriate, or in chapter 16?

Executive recommends

No change required

Rule 19.08

Numbers:

Identifying numbers shall be displayed so they are clearly legible and shall be maintained in this condition throughout any event in which the kart is competing.

Number plates: shall be coloured as follows. Refer Rule 25.13).

<u>Driver</u>	<u>Background</u>	<u>Number</u>
Senior	Yellow	Black
Junior	White	Black
Rookie/Midget	White	Red

Reason: Manual Tidy Up's

Executive recommends

Admin tidy up 2008 manual

Item 23 (AKANSW Item 10)

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Two Minute Board to Vacate the Grid	19.24 (c)
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Tyre Treatment	23.03, BANNED
Tyres - Approved	23.09
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Weight Kart Maximum (Heavy Classes)	25.19.2
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Weight/ No Appeal	7.04 <u>b/e</u>
Weights in Clothing	14.10
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Yellow Flag (passing)	15. <u>10</u>

Reason: Manual Tidy Up

Executive recommends

Admin tidy up 2008 manual at a re check

Item 24 (AKANSW Item 11)

Easter Nationals on Eastern Seaboard

That from 2008 onwards the Easter Nationals be held only on the eastern seaboard and that a plan be developed for subsidising those karters from WA, SA, NT and TAS to attend.

Reason: In this way we can ensure that the event is the peak event for the sport and provides the best competition, highest numbers and best promotional opportunity.

Executive recommends

Refer to NKC for discussion at AGM

Item 25 (AKANSW Item 12)

Class Structure

The NKC to develop a coherent class structure for the future of our sport. And that NO NEW classes or engines will be introduced UNTIL we have this strategy developed and agreed to.

Reason: Currently engines and classes are added seemingly at random and in isolation without consideration as to how they effect other classes or the sport as a whole. (eg Rotax vs Leopard, JMAX vs Junior Clubman, JMAX Over 40's and so on)

Our sport needs to have a clear class strategy that can be articulated to new karters and importers/manufacturers.

When a new karter is considering entering the sport they can be handed the document, which will make their commencement options and growth path clear.

When an importer comes to the AKA with a new product they can be handed the document and told that their new product must fit within the plan for our sport.

This strategy should be developed as any company would develop a product strategy, with the market in mind. Each class should have a clear target market and be differentiated from other classes. We don't need double up's as we have now (Rotax, TAG, leopard, Resa, JMAX etc etc)

Until the sport has a plan of this sort we will continue to have problems.

Executive recommends

Refer to NKC for discussion at AGM

Item 26 (AKANSW Item 13)

Organising of Easter Nationals

From 2008 onwards the NKC take over full responsibility for the running for the National Titles. A committee should be formed under the Competitions Director that has the responsibility of organising and running the Easter National Titles.

Reason: This removes the operational and financial burden from the host club and is the only way to ensure continuity from year to year.

Executive recommends

Refer to NKC for discussion at AGM

Item 27 (AKANSW Item 14)

Document for New Karters

A document to be developed which will be provided to all new karters upon issuance of their initial license (and made available for download from the AKA web site free of charge) that explains the technical aspects of the sport.

This document should explain how a kart works, simple setup options including but not limited to:

- Concepts
- Kart setups - rudimentary concepts
- Wheel alignment
- Wet weather
- Gearing
- Engines
- Maintenance
- AKA processes - entering a race meeting, scrutineering etc

Reason: This is a simple way to prevent karters leaving the sport because they cannot get a handle on setup of the karts, especially those that do not have any mechanical skills or are not affiliated with a kart shop, particularly with the advent of eBay and other on-line purchasing options.

Executive recommends

Executive supports the concept refer to NKC for discussion

Item 28 (AKANSW Item 22)
Championship Proposal
(Attachment 3 Spreadsheets)

Preamble to championship proposal

Over the past few years the discussion has been brought up regarding driver's qualifications to take part in championship events over the past 48 years the point has been bandied around that drivers should earn there right to participate is such events not just turn up with there licence and go kart and race and create havoc due to lack personal of experience.

The oldest recorded discussion goes back to item in a kart magazine in 1963 bring up the problem hence we have put together a schedule out lining a format which covers all aspect from club level to National championship event and includes not only competitors, but clubs states and officials.

The principle is of coarse is to bring someone from coming into the sport and progressively bring the through from club level to National contender in a time frame of about 5 years when you consider it is 5 years from a midget to be able compete in a nation championship as a junior why should be any different for senior in time frame also by holding them to club regional and state levels and may improve there chances and will improve club, regional and state level racing at the same time. It is no good to bring a new competitor in and under 1 year allow him or her to race in Championship by virtue of a B grade licence only and the desire to do so with no experience only the result is total frustration to the competitor agro from other drivers and lost karter due to total dissolution because of the results in the competition and financial loss purely due to the fact that the competitor was not ready to participate at that level of event.

We attach our principals and hope you view our ideas and add or delete any sections that are not appropriate and pass it on to the necessary committee for further discussion and with modifications or alterations where necessary.

These Idea's are our own based on our time in the sport and we all must remember you don't turn up at Wimbledon with your sand shoes and tennis racket you earn the right to be there why should karting be any different we need the best and most qualified drivers at any championship from club to the Australian.

To be read in conjunction with attached spreadsheets.

Reason: To improve championship qualifications.

Executive recommends

Refer to NKC for discussion at the AGM

Item 29 (AKANSW Item 38)

Rule – Does not exist

Set a standard race meeting format

Reason: Time spent at the track vs time spent on the track is one of the major negatives of karting compared to many other sports and could be easily improved.

EG – For any 2-day meeting, run the Junior classes Saturday and Seniors Sunday. This idea disadvantages no one but offers advantages to 80% of karters.

If there is a father and son where both are racing then under the current system they would be at the track both days, but if there is only a father or a son racing, then they only need to be at the track for one day, not two.

Executive recommends

Executive does not support item to oppressive.

Item 30 (AKANSW Item 39)

Chapter 20 – National and State Championship Events

Set a standard race/class order. This order shall apply to practice, qualifying and racing.

Reason: A change in class order from practice or qualifying to racing causes grief for karters, as the tyre used on the track prior to your event is critical to chassis set up. It is frustrating to karters when this changes, especially at a big meeting. If there was a standard race/class order, it would become less technical and therefore easier for karters.

Executive recommends

To difficult to implement due to circuit characteristics

Item 31 (AKANSW Item 43)

Transponders

Recently the NZ Karting Federation made AMB Transax160 transponders compulsory. There was opposition initially but after 6 months the very large majority of people agree it has been a benefit for all. It saves a huge amount of time and manpower at each event. Every track in NZ is now equipped with a timing loop and you can download all practice and race times at your convenience.

The transponders can either be purchased for NZ\$440 or leased for NZ\$10 per meeting. The AKA should consider a similar plan, set an introduction date and stipulate now the type to be used so that no clubs purchase a different type and in the meantime. The AKA should consider a similar plan, set an introduction date and stipulate now the type to be used so that no clubs purchase a different type in the meantime.

Executive recommends

Refer to NKC for discussion at AGM

Item 32 (AKANSW Item 45)

Rule 2.17 – AKA Manual

2.17 AKA Manual (must be purchased with a Licence) refer State.

Reason: Licence and Manual fees should be referred to the States.

Executive recommends

Admin tidy up for 2008 manual

Item 33 (AKANSW Item 46)

Chapter 9

Adopt a new tribunal system for matters to be dealt with after the Easter Nationals.

Prior to the holding of the meeting select 3 suitable people who are not involved in the sport of karting to be the tribunes for all matters taken to tribunal hearings.

Reason: To have independent tribunes.

Executive recommends

Executive support this item

Item 34 (AKANSW Item 24)

Rule 20.20(d)

Add point d)

d) Competitor deemed not to have fulfilled their duty to manage the chassis seal should there be a loss or damage to or a failure to produce the correct seal when requested.

Reason: To make the same as for the engine(s) as per rule 19.33.10.3.

Executive recommends

Executive support – and seek NKC approval at AGM

Item 35 (AKANSW Item 25)

Rule 19.39

The AKA has adopted the Australian Sports Commissions policy on Drugs in Sport, which is in accordance with the FIA regulations. The IOC list of substances applies. Alcohol and marijuana are also prohibited.

As a condition of entry a driver **and officials** may be tested at any time for the consumption of alcohol or illegal substances.....

Reason: Surely everyone at a race meeting should be drug and alcohol free.

Executive recommends

Executive support item seek NKC approval at AGM

Item 36 (AKATAS Item 1)

19.24 System of Gridding

Rewrite rule 19.24 (c) to read:

(c) A two-minute board is to be displayed at the Grid gate the moment the first kart ~~leaving the grid~~ has crossed the baulk line. Karts are allowed up to two minutes to clear the grid. If the grid is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the starter, the Grid gate will be closed.

Reason: The first kart leaving the grid may not start and never cross the baulk line, whereas the first actual kart crossing the baulk line will allow the two minutes to commence. Without this a race may be delayed a long time.

Executive recommends

Executive support the item seek NKC approval at AGM

Item 37 (AKATAS Item 3)

1.05 Competition Regulations

Rewrite rule 1.05 to read:

1.05 Drivers will at all times be responsible for the conduct of their crews, and any offence committed by a crew member will be chargeable directly to the driver or entrant. All drivers under the age of 18 with parents in the pit or paddock area shall have them automatically classed as a pit crewmember.

Reason: Original wording means a drivers' elderly parent would be automatically classed as a pit crewmember. A pit crewmember that could potentially be on the close side to 80 would be viewed as able to push a driver from the grid – I don't think so.

Executive recommends

Dealt with – see item 22

Item 38 (AKATAS Item 4)

19.34 Change of Tyres

Rule 19.34 (ii) to be withdrawn and replaced to read:

(ii) Wet weather tyres or prescribed dry tyres to be used when track is declared wet by the Clerk of Course. The Clerk of Course may also declare track dry; in this instance only the prescribed dry tyres will be used.

Reason: In colder climates wet weather tyres have similar compound (SL6) and lathed down, worn down tyres are being used.

Executive recommends

Refer to NKC further discussion at AGM

Item 39 (AKATAS Item 7)

20.17 Trophies

Propose new rule 20.17 (f):

State Closed champion will be awarded a red number plate, to be used with white numbers, bearing their own State number for the period they remain a State Closed champion. The plate can only be used in the class that it was awarded (first place only) (Sprint or Dirt). Number plates will be issued by the appropriate State Karting Council.

Reason: Non-uniformity amongst States and not being recognised at a National level in competition.

Executive recommends

Refer to NKC for discussion at AGM

Item 40 (AKASA Item 4)

RULE 4.16(e).

Officials under the age of 16 years are not permitted to act as Flag Marshals at any Race Meeting unless under the direct supervision of an adult official.

This rule needs to be deleted altogether as it is a “left over” from the past when midgets, rookies and junior P Plate drivers needed to do one meeting on flags in order to gain their fourth signature to upgrade to a C Grade licence. The deleted rule needs replacing with an addition to rule 4.01(b).

Executive recommend

That 4.16 (e) be deleted seek NKC approval

Rule 4.01(b) should read;

They shall be termed volunteer “officials” and must be over 16 years or older. Officials may have assistants to whom any of their duties may be delegated. Such assistants are officials under these rules. At all AKA permitted race meetings, all Clerks of the Course and assistants, Stewards, Scrutineers and Technical Inspectors must be over 18 years of age and hold a current AKA Officials Licence.

Executive recommends the following changes to 4.01 (b):

They shall be termed “Officials” and MUST be 16 years and older except in the case of stewards, clerk of course and technical inspectors who MUST be 18 years and over which may have assistants to whom any of their duties may be delegated, such assistants are officials under these rules, except in the case of scrutineers and stewards, whose duties are specifically laid down in these rules.

Refer to NKC for approval at AGM

Item 41 (AKASA Item 5)

Rule 4.01(c).

All States shall be responsible to conduct schools for Scrutineers, Technical Inspectors, Clerk of the Course and Stewards annually.

Executive recommends

Refer to NKC for approval at AGM

Item 42 (AKASA Item 6)

Rule 4.01(d).

All State Karting Councils must appoint a "State Officials Coordinator" annually. The State Officials Coordinator can act as a Clerk of the Course or Steward in their own State.

Executive recommends:

That the word annually only is removed – rule to remain as per the current wording in 2007 manual.

Item 43 (AKASA Item 10)

Rule 4.07. Remuneration of Officials

The Stewards of the Meeting and the National Technical Coordinator shall act in an honorary capacity, but their travelling expenses and all other expenses necessary for them to discharge their duties shall be charged against the meeting and may be payable by the organisers of the meeting.

Other Officials may be remunerated for their services by the organisers of the meeting.

This last statement implies that other officials may be "paid for their services" by the organisers of the meeting.

Delete both parts of the above rule and replace with the following:

Rule 4.07

All Officials at any AKA Permitted Race Meeting shall act in an honorary capacity. They may be reimbursed for their expenses by the organisers / promoters of the meeting.

Executive recommends the following rewording of rule 4.07

All Officials at any AKA Permitted Race Meeting shall act in an honorary capacity their travelling expenses and all other expenses necessary for them to discharge their duties shall be charged against the meeting and shall be payable by the organisers of the meeting.

Refer to NKC for approval at AGM

Item 44 (AKASA Item 14)

Entry Forms

Entry forms should be modified to include a box in the top right corner of the form for the licence expiry date. This will cause drivers to look at their licences and remind themselves when their licence is due for renewal, and eliminate the current problem of drivers attempting to confirm entries with an expired licence.

Executive recommends:

Admin tidy up for next print run

Item 45 (AKASA Item 15)

External starter is already covered by Rule 25.17(i)

Rule 25.17(i)

It is permissible to externally start any engine fitted with a clutch.

Executive recommends:

Refer to technical due to discussion on this subject re committee conference

Item 46 (AKASA Item 16)

Fines

Currently, rule 6.13 states

Suspension for Failure to Comply with Time Limits:

If the licence holder does not comply with the time limits for delivery of a licence or payment of a fine, the licence holder is automatically suspended.

Time Limit of payment of fine/costs

DECISION OF	TIME LIMIT
Officials	1 Hour
Tribunal	14 Days

As you are aware, from 1st January this year the maximum fine that can be issued on the day by the Stewards was raised from \$100.00 to \$1,000.00. A time limit of 1 hour to pay a \$1,000.00 fine is unrealistic when a fine handed down by a tribunal (that could be of a similar amount) can be paid within 14 days of the decision.

I have no problem with the current rule for fines up to \$250.00 issued on the day, but for anything over that amount, we need to give a realistic time to pay before a driver is automatically suspended.

Executive recommends:

Time limit of payment of fines/costs

Officials - 1 hour for fines \$250.00 or less

Officials - fines greater than \$250.00. \$250.00 1 hour balance 7 days

Refer to NKC for approval at AGM

Item 47 (AKANT Item 1)
Advertising

Recommendation: That the AKA develop and fund a modern series of advertisements for karting Australia wide to be screened in each State/Territory at appropriate times through the year after consultation with the State AKA Body and clubs.

Reasoning: AKA has a responsibility to promote the sport of karting Australia wide. A high impact advert screened at appropriate times through the year in each state and Territory would see additional interest generated in karting and potentially more members to "affordable family motorsport". This generic ad would enable AKA to control the type of kart advertising to ensure compliance with the code of ethics etc and would also reduce the impost on clubs that would otherwise have to pay to have ads made and for advertising time on TV etc.

Executive does not support this item

Too Costly to implement on a National Basis

Item 48 (AKANT Item 2)
Rule 13.19.2 (licence upgrades)

Add word to the effect of "Like kind" to motorsport experience.

Reason: This will hopefully stop drivers who apply for licence upgrades stating previous experience as the reason for upgrade and the experience is in motorsport like drag or mud racing and not actually "door to door" racing.

Executive recommends:

Refer to NKC for discussion at AGM

Item 49 (AKAWA Item 2)
13.05 Lapse of Licence

Add Wording: Drivers who have allowed their licence to lapse for a period of (3) years or more, upon application of a licence may apply to the SKC for an exemption of provisional licence period based on their experiences after licence period.

Reason: To make it easier for the experienced karter to return to the sport. An easier solution would be to increase the time to 5 or 7 years.

Executive recommends:

Refer to NKC for discussion at AGM

Item 50 (AKAWA Item 4)

19.37 Local Club Events

Delete wording "a Series or Closed State Titles" leaving State Championships in the rule.

Reason: WA has developed the Sportsman and Open classes to suit our karts and karters. Let these developed classes be recognized at State level.

Executive comments

Series has been removed – approved state based classes are recognized and not effected by rule 19.37 as this would not apply.

Refer to NKC for further discussion at AGM

Item 51 (AKAWA Item 5)

13.09 Period of Competition Licence/Non Competition Licence

Instead of licences being valid for one year, have an option to increase this to say 3 years at some discounted rate.

Reason: Would encourage people to continue if they lost a bit of interest (ie "they still have a licence for the next states"), when otherwise they might just let it permanently lapse. Might save the AKA some paperwork.

Executive recommends

Refer to NKC for further discussion at AGM

Item 52 (AKAWA Item 7)

Chapter 4 – Officials and Duties

All Officials procedural information to be included in the 2008 AKA Karting Manual.

Reason: Allows for open and transparent information to all including the drivers in the one manual.

Executive recommends

Refer to NKC for further discussion

Late Agenda Item:

Historic licences (AKANSW)

Current Rule 13.04 /5

Persons aged **60 years or over** must supply with their licence renewal application a copy of a current motor sport medical certificate. Certificate must refer to an examination undertaken within the previous **three months**.

Add a extra rule

13.04/6 For Historic demonstration's only

Persons aged 70 years or over applying for a historic demonstration licence only (ERA 1 to 4 karts only) must supply with their licence application a copy of a current motor sport medical certificate. Certificate must refer to an examination undertaken within the previous **three months**.

Add to licencing section of the rulebook

Historic demonstration Licence only

Historic Licence

- a) A special "H ? V" licence will be available for use in AKA approved Historic events only. This licence is available for the purpose of taking part in an on track historic presentation's for people who do not hold a current AKA Licence.
- b) To hold a AKA historic licence You must be a member of a AKA affiliated club and participate with a registered kart with the VHKA
- c) Historic licences are issued to drivers whom have had previous karting experience
- d) Drivers whom have not held an AKA race license previously or out time are required to Do an OLT (or STL where applicable), they will be issued with Historic license for historic on track demonstrations only and practice. For use on ERA 1 to 4 karts only
- e) Drivers taking part in historic Events are to comply with Chapter 14

Application For Licence:

- 1 The application must be accompanied by 2 current passport-type photograph's and the Relevant fee and be a financial member of a AKA affiliated club and have VHKA registered kart.
- 2 A person may only hold one (1) AKA licence.
- 3 Persons aged 70 years or over must supply with their licence renewal application a copy of a current motor sport medical certificate. Certificate must refer to an examination undertaken within the previous three months.

Executive recommend

The above is referred back to Max Laybutt for a complete overview and discussion by the NKC at the AGM

Industry Submissions

DPE Submissions:

DPE Item 2

Rule 28.06 – Tyres

are requesting a change of tyres for this class.

Executive recommend

Future discussion to the NKC

DPE Item 3

Rule 35.1 (1.4 Tyres)

We are requesting a change of tyres for this class.

DPE withdrew item

DPE Item 6

Chapter 35 Formula JMA

Move from Experimental to Championship status.

Reason:

Formula JMA is raced in Qld, WA, Vic and NSW, at both club level and in various series. It is the ONLY class currently offered and raced in Australia that is run to world regulations and the only class where young Australian drivers can and do compete overseas. A move to National championship status would encourage more international competition.

Note: the class would have no affect on the Easter Nationals as the class would be included in the Formula Rotax Nationals each September.

All of the following relate to either Formula JMA and or Formula Rotax classes and are simply to bring the Australian rules and the World rules as close as possible. There are no changes as such, simply clarification or expansion. With more and more Australian drivers venturing overseas to complete in Rotax events, we feel it is important to have the rules as alike as possible.

Executive Discussion:

This was a support class for the CIK the first time it was ran – will need to check to see how long it has been a experimental class. Needs to be three years before consideration as a national class.

Yamaha Submissions:

Item 1

Chapter 34 – Clubman 100cc

That the name of the Clubman 100cc class be changed to “Performance Yamaha” or “Yamaha Clubman”.

Executive recommends

That we don't support this name change

Item 2

Chapter 43 – Yamaha TAG class.

That the name of the Yamaha TAG Class be changed to “Production Yamaha”

Reasons for 1 & 2: By making these name changes it is easy for the new Karter to identify that there is only one brand of engine that is used in these classes. It is one less choice the Karter has to make. The brand reputation Yamaha enjoys for reliability and quality will attract new Karters as they know they can trust the name and brand Yamaha. Also, the new karter can identify that one class is performance or modified and the other is standard or “production”.

Cases of this exist in New Zealand and Japan where classes using control Yamaha engines are named as such.

Executive recommends

No that it currently meets our objectives by definition for tag, touch and go.

Item 3

Chapter 43 – Yamaha 100 TAG class.
Open class to B, C & P grade drivers.

Reason: If new karters want to stay to keep running costs down when they are upgraded to B grade they have no choice – they must move to Clubman and blue print their engine (or buy another model or brand of engine). We need to give them the choice – not take it away from them. Drivers can progress slowly without the pressure of moving to a more competitive class.

Executive recommends

Has no objections but refers to the NKC for the AGM

Item 4

Chapter 43 – Yamaha 100 TAG class
Move status from an experimental class to a recognized class.

Reason: So that item no. 5 can be implemented

Executive recommends

Has not meet the 3 year cycle as a experimental class

Item 5

Introductory class
Adopt Yamaha TAG class as this class.

Reason: It makes sense for a number of reasons I detailed in my previous correspondence regarding this matter. I have also sent this for your review.
(Addendum 1)

Executive recommends

That it does not meet the current AKA objectives

ADDENDUM 1

E-Mail sent to AKA March 21, 2007 re: proposal for an introductory class

Dear AKA Members & Delegates,

I don't know why you would consider to introduce a new class for new karters. The exact class that has been proposed already exists in the Yamaha 100 TAG class. If you introduce an introductory class that uses a different engine than ALL other classes what happens when the karter wants to progress to a higher level? They will have to buy a new engine. MOST will not and will leave the sport (defeating the purpose of an "introductory class" where the idea is to retain people in the sport). **This concept is flawed and appears to NOT be in the best interests of the sport.**

If the karter can use the same engine for his entire karting career this is more cost effective. If they do not wish to move to a higher level (club level drivers etc, who we should be targeting) they can stay where they are and will only ever need to pay for running costs. Seems like a logical choice to me.

The argument that machined port engines have more parity than Yamaha engines is not correct. Yamaha has replaced their casting moulds recently and all new Yamaha's are as comparable as any engine. **A machined port engine WILL NOT be any better.** I have spoken to a reputable engine builder who clearly stated that a group of machined port engines will not have closer parity than a group of Yamaha engines. The % differences between each engine manufacturer will be the same. Many more factors affect the performance of an engine – crankshaft, ignition, carburettor etc. It's not just a matter of the cylinder.

Fact: The Yamaha KT100SEC electric start engine has fitment issues with some chassis'.
Remedy: A new spec is being introduced soon that will eliminate these issues.

Also, the only currently commercial available engine with machined ports is \$2,355. The Yamaha is \$1,695. **THAT IS \$660 MORE THAN THE YAMAHA.** This goes against the concept of trying to keep the costs down.

If for some reason you decide to introduce a new class (and we all know we have too many classes already) and another engine was used as the control engine for this class you would want to consider the following issues:

- *Do they have a nation wide dealer network than can support sales, service and supply of spare parts to Karters?
 - *Do they have a parts department that consists of 20+ staff that supplies parts at a rate of 97% on the same day?
 - *Will they put money back into the sport and sponsor the amount of events Yamaha does?
Yamaha will spend close to \$100,000 in 2007 sponsoring events, clubs, giving away prizes (2 x Japan trips and 4 all expenses paid trips to MotoGP) etc. etc.
 - *Are they an easy company to deal with and are cooperative?
 - *Will they give away two overseas all expenses paid drives to Australian drivers every year?
 - *Are their engines of the same quality and reliability as Yamaha's?
 - *What are the prices of replacement and maintenance parts? Are they as cheap as Yamaha's?
 - *What are the service intervals for regular replacement parts? In standard condition Yamaha pistons only need to be replaced every 500 km.
- Yamaha is prepared to do whatever it takes to grow the Yamaha TAG 100 class. We can focus a great proportion of our marketing spend promoting the Yamaha TAG 100 Class. Prizes, incentives, overseas trips etc. etc. Surely this will ensure success of the class.

This class has already proved successful in several areas. The best example is the Townsville Kart Club where 21 members have recently purchased KT100SEC Yamaha's and the club has successfully ran the class as a separate class and has included it in it's club championships. The number of clubs running the class is growing all the time - recently the Coffs Harbour Kart Club has added the class to their "Yamaha Only Nationals" and their "East Coast Over 40's Titles". This class will naturally grow bigger every year.

The Yamaha TAG 100 class IS the answer to the introductory class that is required. The product is proven and everyone knows what they can expect from Yamaha. Reliability, cost effectiveness and support of the sport.

If anyone has any concerns or questions they would like addressed by Yamaha please direct them to me. Thank you for your time and good luck with guiding the sport in the right direction.

Your sincerely,
Adam Wolfenden.

Meeting Closed 2.30pm