

Australian Karting Association Inc

Technical Committee

MINUTES



Venue: Novotel Brighton, Brighton Le Sands, Sydney
Date: 23/24 June 2007
Time: 9am

Chairman welcomed all members, declared the AKA Technical Committee conference open and called for introductions and declarations of pecuniary interest.

Technical Committee Members

Ralph van Doorn	Queensland (Chairman)
Harold Arnett	Victoria
Paul Riggs	Northern Territory
Geoff Hall	South Australia
Trevor White	New South Wales
Ken Seeber	West Australia

Genevieve Gathercole Secretary

Meeting Commenced at 0900

Industry Submission Attendees

George Turton	DPE
Adam Wolfenden	Yamaha Australia
Remo Luciani	Remo Racing
Chris Dell	St George Kart Centre
Chris Dell	KIAA (Equipment)

Item 1 (AKAQ Item 1)

Clutch / Starters

Establish minimum starting requirements for 2010 mandatory clutch rule, and overview of safety aspects.

Reason:

As clutches are set to become a mandatory item on 1st Jan 2010 a minimum starting method and subsequent safety issues need to be established and flagged

Action:

Resolve that starting method and subsequent safety issues be implemented through draft rules to be prepared by the tech comm. and presented for approval to the next NKC meeting

Action:

Recommend: Add to rule 25.17(h), with the exception of engines in Chapter 27, Chapter 29, Chapter 30, Chapter 33, Chapter 37, Chapter 47 and Historic. All future engines for homologation/registration require clutches.

Add to rule 25.17(d) must be dry centrifugal type only. Axle clutches are permitted for use in the chapters listed but are required to be registered with the AKA prior to use (refer chapter 21).

Add to 25.17(j): It is permissible to externally start any AKA homologated/registered engine with a starting system in the event of a starting system failure. Engines registered with attached starting mechanisms must have those mechanisms in place.

Comment: The technical committee consensus from the existing regulation is that clutches will become obligatory in 2010 and we have identified the classes that will find the clutch fitting cumbersome and/or impossible.

Item 2 (AKAQ Item 2) **Chapter 21 – Revision of Homologation**

Reason: To set precise homologations instructions and establish AKA Inc requirements for applications and product application.

Resolve that precise homologations instructions and AKA Inc requirements for applications and product application be implemented through draft rules to be prepared by the Tech Committee and presented for approval to the next NKC meeting.

Action: Ken Seeber (WA) and Ralph van Doorn (QLD) to review Chapter 21 and prepare recommendations for review.

Item 3 (AKAQ Item 3)

Revision of all Class Technical Chapters Kart Formula Chapters & Technical Chapters & Noise Chapter

Reason: Correct anomalies within these chapters.

Action: Ongoing work in progress

Item 4 (AKAQ Item 4)

Evaluate a requirement for Moratoriums of Technical regulations in classes in line with 3 year engine review.

Reason: Establish it's need in order to provide consistency in Technical regulation.

Action: Resolved that Geoff Hall (SA) and Ken Seeber (WA) prepare report to evaluate a requirement.

Item 5 (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.

Action:
Recommend that R14.2 be deleted.

Item 6 (AKANSW Item 2)
Re Write of Rule 17.11
Parc ferme

This area will come under control of Parc Ferme Marshal.

- a) Fuel is to be stored in appropriate containers and karts are to be switched off before refuelling.
- b) No cars or trailers will be allowed in parc ferme at any times unless permitted by Parc Ferme Marshal.

Paddock / Competitors Pit Area

All karts will come under control of the paddock Marshal.

- a) All karts shall be accommodated within the defined "paddock " area/ Competitors Pit area Whilst competing during the meeting.
- b) It is forbidden to drive a kart inside the boundaries of the paddock / competitors pit area enclosure for any reason whatsoever.
- c) Fuel is to be stored in appropriate containers and karts are to be switched off before refuelling.
- d) Kart trailers and specialized vehicles are allowed in the paddock/ competitors pit area enclosure to enable competitors to work from, and are subject to the supplementary regulations of the meeting and instructions from the paddock Marshall.
- e) Welding or naked flames are not permitted in the paddock/ competitors pit area.
- f) The use of cycles, skate boards, scooters etc, are not permitted during the life of the race permit in the area known as the paddock/ Competitors pit area.
- g) Smoking is not permitted within the paddock/ competitors pit area.

Reason: To disseminate between the Parc Ferme and Paddock areas.

Action: Recommend
This item should be addressed by the Track Safety Committee.

Item 7 (AKANSW Item 23)

Rule 34.06 Clubman exhaust

Rule to be reworded by Committee

Add a minimum length of a (suggested) minimum of 420mm to the first weld.

Reason: The AKA 39 was introduced to provide a controlled pipe that also offered less noise and engine speed. S engine tuners came to understand the pipe, they have progressively reduced the length to well under 400mm and engines are now running up to 16,000rpm. By lengthening the pipe length, this will reduce the engine speed, adding to engine longevity and reducing noise.

Action: Recommend to reject on basis of potential costs to karter and insufficient technical data to support such a rule change and the imminent damage to class due to further perceived changes.

Item 8 (AKANSW Item)

Rule 23.11.6

Confirm that the "approved used tyre" is to come from the tyre pool batch (very difficult to imagine) or outside the tyre pool.

Action: Recommend 23.11.6 to read:

Drivers receiving a new replacement(s) will be required to start at the rear of the grid in their next competition. The only exceptions to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer).

Item 9 (AKANSW Item 28)

Rule 24.9.1

Rule to be reworded by Committee

Fin dampeners

Reason: Alter to include the ARC Spec 100 air-cooled engine.

Action: Recommendation

Leave rule as is.

Item 10 (AKANSW Item 29)

Rule 25.02 (x) dimension (C)

B = 10mm minimum (front wheels on full lock).

Reason: Various karts do make contact, particularly using wet tyres. Is this rule still valid?

Motion: to delete R.25.02(x)(C).

Carried.

Action: Recommend delete Rule 25.02(x) Dimension (C)

Item 11 (NSW Item 30)

Rule 25.17 (f)

All engines fitted with a clutch must have an ignition kill switch. It is permissible to cut into the wiring harness to connect a kill switch.

Reason: In pre kill switch days, some of the earthing leads have been removed making it necessary to cut into the harness.

Action: Recommend add to 25.17(f) It is permissible to cut into the ignition wiring harness to connect a kill switch.

Item 12 (AKANSW Item 31)

Rule 41.01

Add

No interchange of Comer S80 and SW80 pistons from their respective engine specifications.

Reason: Manual Tidy Up

Action: Addendum 17/07 covers this item.

Recommend Alterations in Addendum #17 to be added to rule 41.01 engines.

Item 13 (AKANSW Item 32)

Rule 41.15

Remove Cylinder spigot length of 6 and length 71 on diagram.

Reason: Cylinder spigot length of 6 and length 71 were removed some years ago, but still on diagram.

Action: **Recommend Remove dimensions from spigot and base of cylinder to exhaust, transfer and inlet. Add dimension between exhaust opening and transfer opening (split). Add TDC to exhaust opening dimension.**

Item 14 (AKANSW Item 33)

Chapter 43 Clutch

Yamaha racing clutch 10T, engagement at 3000rpm (marked with CIK/92 YAM).

Reason: Manual Tidy Up

Action: Recommend

Alter to read Yamaha/Freeline SL clutch.

Item 15 (AKANSW Item 35)

Rule 48.04 - Bodywork

1. Side Pods are compulsory, and they must be fitted in addition to any bodywork. They must conform to Rule 25.02, excluding references to wet weather tyres under diagram E.E, and also excluding Rules 25.02 (v) and 25.02 (vii).

Reason: The Side Pods “high recommended” rule was implemented in 2007 as a 1 year phase-in period prior to being made “compulsory” the following year.

Action: Recommend to Implement

Item 16 (AKANSW Item 37)

100cc Clubman (Senior and Junior), 200 Clubman

Inlet size dimension of 44.5 / -1.0mm maximum.

Either offer of larger tolerance **or** change D to read:

(d) Any accidental damage **or wear** to the unit will not incur a technical breach of these rules.

Reason: The AKA39 has been around 18 months now and if you measure an old one they would likely fail the 44.5/-1.0 maximum inlet size at some point/s.

As the flex or adapter is the determining factor, this is not a performance advantage however people using an old pipe could be technically non compliant.

Action: Recommend

Alter drawing to read 44.5mm and general tolerance (R.26.02) applies.

(Note: Drawing to be amended.)

**Item 17 (AKANSW Item 9)
Manual Tidy Up
Rule 19.33.1**

Class	Maximum Number of Engines	Number of Identification Seals/Tags
Piston Port	3	3
Formula 100	3	3
Twin or 2 x 100cc engines	4	<u>4</u>
All other classes	2	2
CIK – refer chapter 50 OR Event Supplementary Regs	3	3

If the maximum number of engines is 4, why 6 engine tags?

Action: Recommend

Alter Twin or 2 x 100cc engines to read 4 seals.

Add Rookie and Midget classes (Yamaha) to have 2 engine seals and 2 exhaust seals.

Item 17A. Rule 19.17

There is no mention in the manual where transponders must be fitted on a kart.

Action: Recommend that this be Specified in the supplementary regulations of events where they are used.

Item 17B. Rule 25.21.8&9

Should only metric measurements be used?

Action: Recommend Reject alteration as current details identify clearly and are sufficient.

Item 18 (VKA Tech Item 1)

Clarification required on the use of "portable recorder/camera" on a Kart.

The system referred to has no wireless transmitter; it just records what was in front of the driver and at the same time records the sound of the revs and sounds of the Kart.

Reason: We have had a request for one to be used at race meetings but have always rejected this, so we have been asked to clarify why it is always rejected.

Action: Recommend

Change to read: Chapter 25.16 Communication, Telemetry and onboard camera/s

- (a) **Radio communication, mobile phones and telemetry aids with the exception of official timing equipment are not permitted to be used by drivers during competition.**
- (b) **On board cameras are permitted to be used with the written permission of the State Technical Advisor and in accordance with official guidelines (application form and guidelines available from your state office).**

Note (Harold Arnett to prepare guidelines and application and approval form)

Item 19 (VKA Tech Item 2)

Parity Review Comer S80 /SW80

Using good drivers the on track performance of these two engines is approx 3+ tenths in favour of the s80 (exactly as predicted) it would appear that the major tuners have been unable to improve on this.

An adjustment in performance is required as the karters are not warming to the sw80 and are currently paying high prices for s80 motors that in many cases are not faster than a fully tuned sw80 but as we know the stigma is there on the sw80.

This brings us to the adjustment we need to look at either raising the cc of the s80 or lowering the cc of the sw80 by 0.50 cc (approx) in the initial testing of the sw80 an engine set at 10.5 cc was as quick as the best s80 and driver (Geelong, Horsham, Newcastle)

As the sw80 requires very little tuning by the driver in its current spec it would appear the logical solution would be to slow the s 80 down a little and leave the sw80 as it is.

Action: Recommend the following:

Review the current exhaust duration/capacity specifications for the S80.

Source additional information from industry to complete the review.

Note: recommend that the NKC implement the 13.5 restrictor for Yamaha J engine in Midgets Class effective from 1 August 2007 following presentation of test parity report as requested.

Item 20 (TAS Item 2)

25.13 Number Plates

Rewrite and add to rule 25.13 (vii) to read:

(vii) PROVISIONAL Licence Holders shall have a ~~regulation~~ "P" plate on the front and rear of their karts, clearly visible. The height of the "P" should be 100mm minimum with 20mm border, 15mm minimum width parallel brush stroke, minimum.

Reason: Clarification of the word 'regulation'.

Action: Recommend

Change to read:

(vii) PROVISIONAL Licence Holders shall have an RTA regulation (red and white) "P" plate on the front and rear of their karts, clearly visible.

Item 21 (TAS Item 5)

25.05 Steering

Add to rule 25.05 (2) to read:

(2) The steering wheel boss is to be manufactured of metal and attached with minimum of 6mm height tensile bolt and be fitted with self locking nut and secondary retention. Plastic components are forbidden. With the exception of Rotax Steering Boss (part number 660 640) unmodified.

Reason: Addition of text 'and secondary retention' to prevent a worn or damaged locking nut from falling off or becoming unscrewed.

Action: Recommend

Reject – current regulation and safety aspect adequate..

Item 22 (AKATAS Item 6)

38.01 Engines

Add to rule 38.01 to read:

YAMAHA KT100S, ARC SPEC 100A, ARC SPEC 100W, HYBRID/Hybrid, ARC SPEC 100A – Air-Cooled/Hybrid, KT100SEC. (Refer Rule 31.01)

Reason: Addition of text 'KT100SEC' as it is not listed here, also not in 31.01 and only in 34.01 referred to in 38.05. If listed at 38.01 it makes it easier to more immediately know it is included in Junior Clubman rather than having to refer to several places in the manual.

Action: Recommend

Add to rule 38.01 to read:

YAMAHA KT100S, ARC SPEC 100A, ARC SPEC 100W, HYBRID/Hybrid, ARC SPEC 100A – Air-Cooled/Hybrid, KT100SEC. (Refer Rule 31.01)

And

Add to 38.05 - 100cc Yamaha KT SEC as per chapter 34.

Item 23 (AKASA Item 9)

Rule 5.02. Other offences are set out in other parts of these rules

This statement does not need a rule number. It simply needs to be in bold type at the bottom of rule 5.01 after (y).

This will “free up” rule 5.02 to accommodate a new rule pertaining to rule 5.01(o), to read;

A person found to have committed an offence against Rule 5.01(o) may be excluded from the section of the competition to which the offence relates. This offence will be subject to a Stewards Hearing and possible further penalty.

Action: Recommend

Reject.

Reason: It weakens the offence regulation and pre-empts that a breach of this rule might only permit a penalty to be excluded from a section of the competition.

Item 24 (AKASA Item 12)

Rule 25.13 Number Plates

(i) Shall be a flexible material with a flat surface large enough to carry number which must be at least 130mm high and 20mm wide continuous brush stroke. They shall be spaced 20mm apart and have a minimum 20mm border of the approved background colour around the number.

(ii) Number plates shall be coloured as follows

Senior Classes: Yellow number plate with black numbers

Junior Classes: White number plate with black numbers.

Rookie and Midget Classes: White number plate with red numbers. May have a Black surround of the Red number of no more than 3mm. The black must have no white between it and the Red. Numbers must still comply with 25.13(i)

(iii) The number plate shall be mounted on the front section of the kart and on the rear bumper of the kart so they will not pivot up or down. Side numbers are required to be mounted on both sides of the kart. The side number plate size shall have a minimum 20mm border of the approved background colour around the number and shall be to the rear outside face of the side pods. The height of the number is to be

100mm minimum, 15mm minimum width parallel brush stroke. They must be readable from a height of 3 metres and from a distance of 10 metres. All corners must be radiused.

- (iv) It is recommended the required weight of the 106 to 200cc Class be shown on the front number plate. Numbers may be used on helmets in addition to these.
- (v) **National Sprint Champions:** Refer Rule 20.17 (c).
- (vi) **State Sprint Champions:** Refer Rule 20.17 (b).
- (vii) **PROVISIONAL Licence Holders** shall have a regulation "P" plate on the front and rear of their karts, clearly visible.

Currently, this rule is too open to interpretation. Proposed changes to eliminate this problem are as follows;

Rule 25.13 (i) explanation of the required size of the numbers for the front and rear of the kart.

Rule 25.13 (ii) explanation of the required size of the numbers for each side of the kart.

Rule 25.13 (iii) explanation of material to be used and the colours for each division.

Rule 25.13 (iv) Where front and rear numbers are to be mounted. Delete existing rule relating to 106 to 200cc class weights.

Rule 25.13 (v) Leave as is.

Rule 25.13 (vi) Leave as is.

Rule 25.13 (vii) Leave as is.

Proposed new rule to read;

Rule 25.13 Number Plates:

(i) Front and rear numbers shall be at least 130mm high and 20mm wide continuous brush stroke. They shall be spaced 15mm apart and have a minimum 15mm border of the approved background colour around the number.

(ii) Side numbers shall be at least 100mm high and minimum 15mm wide parallel brush stroke. They shall be spaced a minimum 15mm apart and have a minimum 15mm border of the approved background colour around the number. Side numbers are required to be mounted on both sides of the kart, and shall be on the outside face of the sidepods. They must be readable from a height of 3 metres and from a distance of 10 metres.

(iii) Number plates shall be flexible plastic material with a flat surface large enough to carry the number.

They shall be coloured as follows:

Senior Classes: Yellow number plate with black numbers

Junior Classes: White number plate with black numbers.

Rookie and Midget Classes: White number plate with red numbers.

- (iv) The number plates shall be mounted on the front section of the kart and on the rear bumper of the kart so they will not pivot up or down.
- (v) National Sprint Champions: Refer Rule 20.17 (c).
- (vi) State Sprint Champions: Refer Rule 20.17 (b).
- (vii) PROVISIONAL Licence Holders shall have a regulation "P" plate on the front and rear of their karts, clearly visible.

Action: Recommend

Insert wording below into 25.13

Rule 25.13 Number Plates/Numbers:

- (i) Front and rear numbers must be at least 130mm high and 20mm wide continuous brush stroke. They must be spaced at least 15mm apart and have a minimum 15mm border of the approved background colour around the number.
- (ii) Side numbers shall be at least 100mm high and minimum 15mm wide continuous brush stroke. They shall be spaced a minimum 15mm apart and be a minimum distance of 15mm from the background edge. Side numbers are required to be mounted on both sides of the kart, and shall be on the outside of the side pods. They must be readable from a height of 3 metres and from a distance of 10 metres.
- (iii) Number plates shall be flexible plastic material with a flat surface large enough to carry the number and all corners of the number plates must be radiused.

They shall be colored as follows;

Senior Classes: Yellow number plate with black numbers

Junior Classes: White number plate with black numbers.

Rookie and Midget Classes: White number plate with red numbers.

- (iv) The number plates (and/or the Nassau panel numbers area) must be mounted on the front section of the kart, and on the rear bumper so that it will not pivot up or down.
- (v) National Sprint Champions: Refer Rule 20.17 (c).
- (vi) State Sprint Champions: Refer Rule 20.17 (b).
- (vii) PROVISIONAL Licence Holders shall have an RTA regulation (red and white) "P" plate on the front and rear of their karts, clearly visible.

Item 25 (AKASA Item 13)

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 colored as follows. (Refer also Rule 25.17).

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

Reference to rule 25.17 should read Rule 25.13(iii)

Action: Recommend

Remove Rule 19.08 (Covered in Chapter 25)

Item 26 (Submitted by Tech Committee)

Review chapter 22 Fuel/Testing

Reason: Australia wide ethanol content in fuel.

Action: Harold Arnett in conjunction with the AKA Official Fuel Tester prepare a report for the NKC including details and information including current Government requirements.

Item 27 (AKAWA Item 1)

Chapter 35.2 2.3

Remove the maximum kart weight on the Junior Rotax (J-Max).

Reason: Having a maximum kart weight disadvantages the lighter driver who cannot race this class, as their karts have to weigh over the 100kg allowed.

Action: Recommendation

Reject.

Reason: Safety issue - current 100 kg weight considered to be inappropriate – and needs reduction and at currently considered unsafe.

Item 28 (AKAWA Item 6)

25.17 Engines and Transmissions

Make Open Class karts exempt from the mandatory 2010 clutch rule.

Reason: Clutches are not available or practical for many of these karts which use high revving European engines. Let's not penalize these classes where clutches are not practical.

Action: Refer Item 1

Item 29 (AKAWA Item 11)

Chapter 25 Australian Kart Formula

Add new rule 25.30: The AKA commits to not changing any AKA sanctioned changes for a period of 3 years from time of initial implementation.

Reason: To keep costs down for drivers and give some stability with any of the changes that have been made.

Action: Technical Committee have noted this Item and are endeavouring to prepare a report on this matter for the NKC.

Industry Submissions

Mr George Turton welcomed by Chairman

DPE Submissions:

DPE Item 1

Rule 25.27 Batteries

A battery must be contained in

(a) A four-sided bracket or box with a min height of 10mm.

Change to:

(a) A four-sided bracket or box with a min height of 9 mm.

Reason:

A Rotax battery box, of which there are many thousands in use around the world, if measured from the outside is 10mm but if measured from the inside is 9mm. There has been no issues with these boxes, it's just a case of clarification of a new rule to suit what is being used around the world.

Action: Recommend

No action required. Current rule covers this item.

DPE Item 4

Rule 41.14 Chrome bore

Add: Cylinder may not be replated

Reason:

We have been told that some people are replating Comer cylinders. In my opinion the only reason anyone would go to that trouble is to try and hide modifications done to the cylinder in an effort to improve the performance.

Action: Recommend

Add to 41.14 no re-chroming / replating allowed.

DPE 5

Midgets - Comer.

41.21 Crankcase and cylinder, surfaces including gaskets:

Add: Cylinder head

Crankcase, cylinder and cylinder head surfaces including gaskets:

Reason:

Clarification that the SW80 cylinder head may be machined.

Action: Recommend

Not necessary. Noted in Chapter 41.3.2

DPE 7

Rule 35.5 Squish Gap

Add:

The squish gap must be measured using 2mm tin wire. The crankshaft must be turned by hand slowly over TDC to squeeze the tin wire. The squish gap must be measured on the left and right side, in the direction of the piston pin.

The average value of the two measurements shall be: Minimum 1.20mm – Maximum 1.80mm

Action: Recommend

Add new rule: The squish gap must be measured using 2mm tin (core solder) wire. The crankshaft must be turned by hand slowly over TDC to squeeze the tin wire. The squish gap must be measured on the left and right side, in the direction of the piston pin.

The average value of the two measurements shall be:

Minimum 1.20mm – Maximum 1.80mm

DPE 8

Rule 28.14

Add:

4. “Rotax” and / or “Made in Austria” must be cast in the combustion chamber insert

Reason:

Typo, it was in 2006 manual but left out of 2007.

Action: Recommend

Add: 28.14 4. “Rotax” and / or “Made in Austria” must be cast in the combustion chamber insert

DPE 9

Rule 28.16 and 35.7

1. Original, coated or uncoated, aluminium, cast piston with one magnetic, 1mm-rectangular piston ring. The piston has to show on the inside the words “ELKO” and “Made in Austria” in the casting.
2. Machined areas are: Top end of piston, outside diameter, groove for the piston ring, bore for piston pin, inside diameter at the bottom end of piston and some pre-existing factory removal of flashing at the cut out. All other surfaces are not machined and have cast finish.

Reason: To bring the wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: R.35.7 add wording from world rules (Piston ring is marked either with “E CRY K or ROTAX 215 547”

R.28.16 add The piston has to show on the inside the words “ELKO” and “Made in Austria” in the casting.

DPE 10

Rule 28.17

1. Gudgeon pin has to be made out of magnetic steel
2. Must be as per illustration 4.1

Reason: To bring the wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: Recommend

Alter R.28.17 to read

1. Gudgeon pin has to be made out of magnetic steel
 2. Must be as per illustration 8.
-

DPE 11

Cylinder

Add 28.18.10 and 35.9.11

The top edge of the exhaust port may show some pre-existing machining from the manufacturer.

Reason: To bring the wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: new rules 28.18.10 and 35.9.11 The top edge of the exhaust port may show some pre-existing machining from the manufacturer.

**** **Note:** requires immediate NKC attention.

DPE 12

Rule 28.23 and 35.12

1. Balance shaft and balance gears must be installed and operational.
2. Part numbers 237 945 and 237 949 (equal to 237 948) are legal.
3. Surface (1) is not machined and must be cast finish.
4. Measurement from centre of balance shaft to outer diameter of fly weight of balance shaft at defined length must not be lower than specified (see illustration 4.2)
5. The minimum weight of the dry balance shaft must not be lower than 355 grams for balance shaft 237 945 and 255 grams for balance shaft part number 237 949 (equal with 237 948)

Reason: To bring the wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: Recommend

New rule 28.23 and 35.12

1. Balance shaft and balance gears must be installed and operational.
2. Part numbers 237 945 and 237 949 (equal to 237 948) are legal.
3. Surface (1) is not machined and must be cast finish.
4. Measurement from centre of balance shaft to outer diameter of fly weight of balance shaft at defined length must not be lower than specified (see illustration 4.2)
5. The minimum weight of the dry balance shaft must not be lower than 355 grams for balance shaft 237 945 and 255 grams for balance shaft part number 237 949 (equal with 237 948)

Note: Include drawing in Chapter 28 (DPE to supply electronic drawing).

DPE 13

Rule 28.29 and 35.17 - Radiator

Add:

7. The removal of the thermostat from the cylinder head cover is acceptable.

Reason: To bring the rules and or wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: Recommend

Add 28.29 .7 and 35.17.7 The removal of the thermostat from the cylinder head cover is acceptable.

DPE 14

Rule 28.21 - Exhaust powervalve.

Reword

1. As supplied by the manufacturer with no modifications allowed
2. Compression spring must be fitted
3. Any adjustment or blocking to this once the engine is running is illegal.
4. Maximum thickness of powervalve gasket/s is 2.0 mm
5. Additional fasteners or securing devices may be fitted/added.

Add

6. Length of exhaust valve is 36.5mm +0.2mm/-0.3mm
7. Width of collar is 4.8mm +/-0.3mm

Reason: To bring the rules and or wording of Formula Rotax into alignment with the Rotax world rules.

Action: Add: Drawing of powervalve from World rules.

DPE to supply exhaust valve in order for Technical Committee to confirm dimensions.

If dimensions agree with that as stated then recommend that the item be accepted and the rule changed.

DPE to provide electronic drawing.

******Determine if part submission represents and evolution of the item and request the appropriate documents and fees be submitted**

DPE 15

Rule 28.26 and 35.14 - Ignition
Add

7. The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code in the second line.

Reason: To bring the wording of both Formula JMA and Formula Rotax into alignment with the Rotax world rules.

Action: Recommend

Add new rule 28.26.6 and 35.14.7

The ignition pick up must be marked with the numbers 029600-0710, followed by a variable production code in the second line.

Rotax Clutch Drum
Evolution application

(Attachment 1)

- . Fee paid
- . Sample provided

Action: Recommend

Technical Committee agree to accept the application for Rotax Clutch Drum.

Dimensionally correct.

Drawing submitted.

Sample held.

Considered to be an evolution item.

Fee correction to be advised.

Registration number to be provided and formal acceptance to be notified to DPE.

****** Prepare appropriate action for use.**

Late submission: Reed Block
Evolution Application

Action: Technical Committee agree to accept the application for Reed Block.

Drawing submitted.

Visually matches drawing.

Sample held.

Considered to be an evolution item.

Fee correction to be advised.

Registration number to be provided and formal acceptance to be notified to DPE .

****** Prepare appropriate action for use.**

Remo Racing Submissions:

Mr Remo Luciana welcomed by chairman

Item 1 – Horsepower reductions for Parilla Leopard 125cc engine
(See attached correspondence)
(Attachment 2)

Action: Recommend

Technical Committee to address this methodology when the future class structure of karting is established by the NKC, as requested in the submission.

Item 2 – Rev-Limiting Leopard Discussion Item
(See attached correspondence)
(Attachment 3)

Item Discussed

Item 3 – Homologation of IAME PARILLA PUMA 85cc – TAG - AUS
(See attached correspondence)
(Attachment 4)

- . Fee paid
- . Sample engine provided

Action: Recommend

Engine to be inspected in due course at the request of the NKC.

St George Kart Centre Submissions:

Mr. Chris Dell welcomed by Chairman

Item 1
Aftermarket Application IAME Clutch Centre & Clutch Drum
(Attachment 5)

- . Fee paid
- . Sample provided

Moved: PRD clutch be accepted to chapter 45.

Motion : Lost

NKC to further address issue

Item 2
Aftermarket Application PRD Radiator
(Attachment 6)

- . Fee paid
- . Sample provided

Moved: that the PRD radiator be accepted
Motion: Lost
NKC to further address issue

Item 3
AKA43 Airbox
Discussion Item only

Chris Dell reported on production and minor variations of construction, KIAA/St George to provide and implementation date when totally satisfied when the product will be ready for use.

Recommend: NKC be advised of progress and probable alteration to current effective date

Item 4
Chapter 44 – TAG125
Wet Weather Tyres
(Attachment 7)

Refer to NKC for consideration at next wet tyre tender

Item 5
PRD Fireball 1 Piece Clutch
(Attachment 8)
Administrative tidy up.

**Add: Chapter 44 PRD Fireball clutch 1 Piece Clutch assembly to rule book.
(Diagrams to be included in book).**

PRD Fireball Cylinder Length

(Attachment 8)
Rule change.

Action: Recommend

Chapter 44 - Fireball

Delete dimension of cylinder lengths.

Add bore and stroke dimensions.

Establish PTG dimensions (Ken Seeber to work with St. George and measurements to be verified on engine).

Evolution change required for cylinder length

Evolution change required for machine ports.

Strike Products Submission:

Mr. Ken Seeber

Item 1 – Clutches for all classes by 2010
(Attachment 9)
(See attached correspondence)

Action: No further Action

NKC direction for clutches has been confirmed.

Yamaha

Item 1 – Homologation application

KT100 SEC Engine

(Attachment 10)

Fee paid

Papers verified homologation completed.

Action : Recommend Acceptance of Engine to Chapter 34 now that all application / homologation conditions have been met.

**** Advice to Yamaha Australia of confirmation to be actioned EE.

Yamaha Australia Discussion correspondence

Mr Adam Wolfendene welcomed by Chairman

Discussed
Presentation to NKC considered more appropriate

Aim Motorsports Submission

Correspondence and product tabled by Chairman

Change to Rule 25.09.7

Action: Recommend

Committee obtain test results and data from Midget/Rookie classes testing from independent source at the applicants expense for further consideration.

**** Aim Motorsports to be advised of TC requirements

Powermac Products Submisson

Correspondence consideration for chrome end cap to AKA 39 and AKA 14 exhausts.

Action: Recommend

Reject.

Reason: No valid reason for any alteration to control pipe.

Matter arising from Item 3

Chapter 45.20 Ignition

Action: Recommend

Change last line to read:

Ignition Woodruff key must be retained and no modifying permitted. Spark plug cap is non tech item.

Chapter 45.22 Header Pipe

Correct the typo in manual to read: Flex is a non-tech item.

Chairman thanked the members and Mrs Genevieve Gathercole for her assistance to the meeting.

Meeting declared closed at 1540