

# Australian Karting Association Inc

## Track Committee

# MINUTES



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

### Attendance

Mick Stott	National Track Coordinator
Ross Gathercole	Victoria
Tom Nipperess	New South Wales
Graham Jensen	South Australia
Peter Thomas	Queensland
Mark Sergeant	Tasmania
	Western Australia

---

### **Item 1 (AKASA Item 2)**

#### **Rule 15.19 Light Signals**

It is permissible to replace/augment flag signals with light signals. For safety reasons, when using lights at flag points a flag marshal must be present, **unless approved by the State Track Inspector.**

**Reason:** Some tracks have made a significant investment to install amber flashing lights at appropriate points around the circuit to eliminate the need for numerous flag marshals inside the circuit. Currently, rule 15.19 allows the use of these lights, as long as a flag marshal is also present at each point. I can only presume that this is in case of a power failure. The starter, stewards or C of C's can always stop the race with a red flag if this occurs, and re-start it when the problem is rectified. It seems a waste of personnel at a race meeting to have flag marshals around the circuit in case of a power failure.

The blue flag can be replaced with the blue and red double diagonal flag, which is shown by the starter. This only needs to be included in the supp regs for the meeting.

When Midgets, Rookies or Juniors are on the circuit, it is common practice to allow a small amount of designated persons onto the circuit to help remove karts in case of a spin or collision.

By adding "**unless approved by the State Track Inspector**" to the pre-amble of rule 15.19, it will allow tracks with an adequate system to utilise them without the need for flag marshals as a back-up.

**Recommended – All in favour recommend Rule 15.19 be inserted in Chapter 18 , Rule 18.11 as part 5**

### **Item 2 (AKASA Item 3)**

#### **Rule 24.4.4**

The microphone is to be located 4 metres (+/- 0.1m) above the centre of the track and to be aimed at the centre line of the track.

This regulation is most impracticable at almost all circuits in Australia, because, to my knowledge, nobody has yet been able to invent a "skyhook". The noise meter should be for measuring noise that we as human beings are exposed to, not the birds flying through the air. None of us are 4 metres tall and stand in the middle of the track during races. We are up to 2 metres tall and stand a minimum of 14 metres from the centre of a track during racing. If we are going to be serious and control the amount of noise produced by a kart,

then let's at least formulate a realistic regulation to adhere to. Except for Formula 100 class (that very rarely runs anyway), all of our classes use a "controlled muffler" that has been designed to reduce noise emissions. Even at V8 Supercar events across the country, the noise measurers stand at track level with a hand held noise-measuring device pointed towards the track. Sounds like "common sense" to me.

Even our current rules on noise control contradict each other.

Rule 24.1.2; From 1<sup>st</sup> January, 2003 the permitted noise emission level from a kart must not exceed **98dBA** when measured at a point 4 metres away with AKA vertical method.

Rule 24.2.1; At normal tracks the permitted noise levels must not exceed **100dBA** when measured at a point 4 metres above the centre of the track.

The above rule 24.2.1 needs to be deleted altogether as it is superseded by rule 24.1.2.

A simpler method of using the noise meter needs to be developed.

**Recommend – agree with the proposal, but since we are not noise monitors we are only required to ensure the facility is in place to suspend the microphone.  
Recommend the issue revert to admin**

**Item 3:**

**Supply heading to Fence Diagram – page 119 "Main Safety Fence"**

**Item 4: Page 3 in track inspector's handbook**

**Part 3 Duties**

**Part A change heading to read-**

**"Functions of State track Safety Inspectors"**

**Part B**

**Club Safety Officer**

**Maintain track at all times in accordance with chapter 18 and as directed by State track inspector".**

**Item 4: (AKANSW Item 2) from Technical committee**

**Re write rule 17.11**

**1. Parc Ferme**

**This area will come under control of the parc ferme marshall**

- (a) Fuel is to be stored in appropriate containers and kart engines are to be stopped before refuelling.**
- (b) No cars or trailers will be permitted by the parc ferme Marshall**
- (c) Smoking, welding or use of any open flame is not permitted in prac ferme area.**

**(2) Paddock area**

**All karts will come under control of the Paddock marshal**

- (a) All karts shall be accommodated within the defined paddock area whilst not competing during meeting**
- (b) It is forbidden to drive a kart inside the boundaries of the paddock area enclosure for any reason whatsoever.**
- (c) Fuel Is to be stored in appropriate containers and kart engines are to be stopped before refuelling**
- (d) Kart trailers and specialized vehicles are allowed in the paddock enclosure to enable competitors to work from, and subject to supplementary regulations of the meeting and instructions from the paddock marshal.**
- (f) The use of cycles, skateboards, scooters etc, are not permitted during the life of the race permit in the area known as the paddock.**
- (g) Smoking, welding or use of any open flame is not permitted within the paddock.**

Meeting closed: 3.00pm