

# Australian Karting Association Inc

## Administration Committee

# MINUTES



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, Sydney  
Date: 21/22 June 2008  
Time: 9am

## Executive Members

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

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### **Item 1 (AKA Qld Item 17)**

That Rule 19.13 should be amended to read:

Advertising is allowed on karts or driver's overalls or helmets, subject to the following conditions:

(a) No advertising to be closer than 50mm from the number background, excepting the compulsory 'karting.net.au' sticker supplied through the AKA. This is to be attached 20mm immediately below the front racing number.

Delete the second line in 19.13(b) as it will now be rendered obsolete.

#### **Reason:**

Under the current ruling it is compulsory to affix the Nassau Panel sticker, but our rules do not make the Nassau Panel compulsory (25.03, which incidentally incorrectly refers to Rule 25.17, instead of 25.13). There is no stipulation where it has to be fitted and this is causing a degree of aggravation amongst Competitors and Officials.

Some Competitors are complaining that this encroaches on an area where they have sold sponsorship, but by keeping it 20mm from the racing number this is an area that has always been off-limits (refer 19.13(a)). The Lap Scorers that have worked with this positioning have reported no impairment to their ability to read numbers during racing.

Qld believe the introduction of these stickers was to advertise the sport, therefore it is far better to have a clear direction within our rules and to maintain uniformity. The current stickers also do not conform to the Rule as it is written.

**Recommendation: that we support a motion for compulsory Nassua panel (refer technical agenda)**

### **Item 2 (AKA Qld Item 18)**

To allow Over 40, B Grade licence holders to compete in the restricted 125 TAG class.

#### **Reason:**

The same ruling is applied in the Yamaha 100 TAG class. Chapter 43, Rule 2.23(1) (2) and (3).

**Recommended: To leave the rule as it is.**

### **Item 3 (AKA Qld Item 19)**

#### System of Gridding

19.24 (e) (Current): Clutch driven motors must not be started until directed by the Grid Marshall. The drive wheels must remain stationary. The driver must be in the kart.

#### Proposed Amendment:

19.24 (e) Clutch drive motors must not be started until directed by the Grid Marshall. The drive wheels must remain stationary. The driver must be in the kart. The grid gate will remain closed until all clutch drive motors are started, and all pit crew have moved to a safe position. The kart/s of which any motor fails to start, or any motor which fails to continue to run, will be removed from the grid, on instruction of the Grid Marshall, prior to the gate being opened, and the karts released from the grid by the Grid Marshall. Karts removed from the grid are allowed 2 minutes to start under R19.24 (c).

#### **Reason:**

The present situation involves a mixture of on-board electric start, external start, and pushers required for direct drive. From 2009 and onwards, on-board and external start only will be required.

Experience is showing that rotax and leopard both experience difficulty in starting, and leopard often require external starters. Yamaha and similar engines often fire, then stall. Karts often are unable to exit the grid with the main group due to a stalled engine in front of them. It is unsafe to have pit crew attempting to start engines that either have failed to start, or have started, then subsequently stalled, while karts are exiting the grid. It is only a matter of time before someone is injured.

**Recommended:** but seek a better description of the rule – QLD to supply this by the August AGM for further discussion.

**i.e** What happens when kart starts then stops on grid.

### **Item 4 (AKA Qld Item 20)**

Revision of rule 25.17 in particular 25.17(g) to give consideration to exemptions where drive sprockets (9T) are the norm for use on smaller circuits in heavier class categories.

**Reason:** The manufacture of 9T sprockets for use with clutches in mainstream Yamaha classes has not been fully investigated nor available on current registered AKA clutches as permitted in these categories.

**Recommended:** To hard for this to be policed

### **Item 5 (AKA Qld Item 21)**

40.12 Driver Limitations. Add the (b) section.

1. (a) From their 9<sup>th</sup> birthday until the end of the calendar year of their 13<sup>th</sup> Birthday refer to rule 13.21.2 (a).

(b) Drivers between the age of 9 years and 10 years must produce Certified Medical Documentation from a General Practitioner verifying that their Body weight is over 35kg to the state secretary before a licence or upgrade to this class will be approved.

**Reason:**

To comply with the intent of lowering the age of the transition from Midget to Rookies which was to allow the larger Midgets an early option to go to Rookies – What is possible, is a very small 9 year old can now race in Rookies with a kart weight of over 80 Kilos. Not a very safe practice.

**Recommended re wording:**

(b) Drivers between the age of 9 years and 10 years must be 35kg or over and must have this verified by an AKA official and forwarded to the state secretary before a licence or upgrade to this class will be approved.

**Reason: Cost to the Kart for Doctor Certificate.**

**Item 6 (AKA Qld Item 22)**

13.21.1. (a). Current rule;

Any Midget/Minikart Driver may elect to move to Rookies at age nine 9 or at any time between their eleventh birthday and the end of the calendar year.

13.21.1.(a) Rewrite of rule

A Midget/Minikart driver may elect to move to Rookies at age nine (9) (see rule 40.12.1.(b)) or at any time from their tenth (10<sup>th</sup>) birthday till the end of the calendar year of their (11<sup>th</sup>) Birthday.

**Reason:**

The way rule 13.21.1.(a) currently is written if you do not move at 9 you must wait until you are 11 then have until the end of the of the year to make the transition.

**Recommended re write:**

13.21.1.(a) Rewrite of rule

Any Midget/Minikart driver may elect to move to Rookies at age nine (9) (refer to rule 40.12.1 b ) or at any time until the end of the calendar year of their 11<sup>th</sup> birthday.

**Item 7 (AKA NSW Item 1)**

Please see the attached request from a Port Macquarie Kart Racing Club member requesting for his son Brady Buchanan to be moved to the Junior division prior to his twelfth birthday. Brady is 11 years old and will turn 12 on the 7<sup>th</sup> October 2008.

**Recommended: To go to the August conference for the NKC's consideration**

**Item 8 (AKA NSW Item 2)**

Rule 25.17(g)

Central Coast requests that all Speedway Clubman classes be ruled exempt from the mandatory use of a clutch in 2009 and beyond.

Reason: Currently 99% of karters that race with us, use a 9 tooth front sprocket. We are told by the manufacturers that no clutch made can support the use of a 9 tooth sprocket. The minimum size is a 10 tooth. The use of a 10 tooth sprocket would increase the size of the rear sprocket; which in turn would cause the rear sprocket to contact the ground on the rough speedway tracks, and also constantly throw and break chains.

**Recommendation: No support for this item**

**Item 9 (VKA Admin Item 1)**

Rule 19.34.

Remove the word 'major' from the first line of Rule 19.34 (v)

'For State Championships and approved events drivers .....Scrutineer).

**REASON:** As there is currently no definition of a what 'major events' are This will bring all permitted events under the same limitations, with the exception of a 'force majeure' situation.

**Recommendation: That the rule remains as**

**Reason: Mayor is defined as anything other than a club event.**

**Item 10 (VKA Admin Item 2)**

Rule 19.34

Re number Rule 19.34

19.34 (i)	to become 19.34. 1
19.34 (ii) (a) (b)	to become 19.34. 2 (a) (b)
19.34 (iii)	to become 19.34. 3
19.34 (iv)	to become 19.34. 5
19.34 (v)	to become 19.34. 4

**REASON:** Tidy the wording up and separate the 'force majeure' section from read between to normal situation paragraphs.

**Recommendation: Admin tidy up**

## Item 11 (AKA SA Item 1)

Rule 4.01 List of Officials needs to be re-worded and amended to include Assistant Clerks of the Course.

### 4.01 List of Officials:

(a) The staff of officials whose duty it shall be to direct and control competitions may include:-

- The Stewards of the Meeting
- The Clerk of Course (or Director) **and Assistants**
- The Chief Observer
- The Observers
- The Secretary of the Meeting
- The Timekeepers
- The Chief Scrutineer and Scrutineers
- The Technical Inspectors
- The Fuel Tester
- The Tyre Tester
- The Scale Marshals
- The Flag Marshals
- The Pit Marshals
- The Starter
- The Grid Marshals
- The Lap Scorers
- The Noise Control Marshal
- Officials Secretary (Steward's Secretary)

Rule 4.01(b) to be re-worded to allow for Assistant Clerks of the Course.

- (b) **They shall be termed "officials" and must be a minimum 18 years of age. All Officials, except for Stewards and Technical Inspectors, may have assistants to whom any of their duties may be delegated.**

**Recommended: This be accepted**

## Item 11 (AKA SA Item 2)

Remove the first line and a half from rule 6.01. Not required.

### 6.01 Types of Penalties:

~~The penalties which may be imposed are: Time Penalty, Place / Points Penalty, Revision of Grid Position, fine, Exclusion, Suspension.~~ The Stewards of the meeting may impose a penalty consisting of ONE or MORE of the following,

**Recommended: To delete**

### Item 12 (AKA SA Item 3)

Delete rule 6.02. Already covered in rule 6.01.

#### 6.02 ~~Who May Impose Penalties:~~

~~Stewards:~~

~~The Stewards of the Meeting may impose a penalty consisting of one or more from the above list except:~~

~~— (a) — a fine over the amount of \$1,000.00~~

~~— (b) — a suspension for more than six months.~~

Recommended: To delete

### Item 13 (AKA SA Item 4)

Re-wording to chapter 12 "Scrutineering and Technical Inspection" to reflect how scrutineering must be done. Scrutineering of karts prior to competition should be done the same way Australia wide.

#### Rule 12.01 Scrutineering:

- (a) All karts entered in any competition must be scrutineered before being permitted to take part in any practice, time trial, qualifying or race.

Add to rule;

It is the drivers / entrants responsibility to complete the Scrutineering form and present it, together with their kart and safety apparel, to the scrutineers for acceptance.

Recommended re word:

Add to rule;

It is the drivers / entrants responsibility to complete the Scrutineering form and present it, together with their kart and safety apparel, to the scrutineers for acceptance, by this action the driver/entrant implies that the kart complies.

### Item 14 (AKA SA Item 5)

From January 2009, clutches will be compulsory for all regularly run classes.

Rules 17.04 and 17.05 relate to the use of the Baulk Line.

#### Rule 17.04 Baulk Line

The baulk line signifies the limit to which a kart may be pushed. Before a kart crosses this line, it must be operating under its own motive power. A kart that is pushed past the baulk line may be penalised, as determined by the stewards. This rule is not negated by rule 16.08.

#### Rule 17.05 Reaching Baulk Line

Karts that fail to start or need to be restarted before reaching the baulk line must be immediately removed from the track or returned to the grid apron to try again. Before trying again the competitor must get permission from the Grid Marshal or Clerk of the Course. Only one additional attempt to re-start will be permitted. Offenders will be penalised as outlined in Chapter 6.

For karts with TAG electric starter systems and karts with clutches, rule 19.24(c) will apply.

**Rule 19.24(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. **Once the grid gate is closed, any karts still on the grid will be deemed non-starters for that race.**

**Recommended:** Above rules be supported.

### **Item 15 (AKA SA Item 6)**

Additional wording added to rule 4.03.2 to include Interstate Scrutineers at National and State Championships.

#### **NATIONAL CHAMPIONSHIPS**

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

**Recommended: rewrite**

**In consultation with the National Events Coordinator and National Coordinators,** The Secretariat shall appoint a minimum of four (4) Interstate Stewards, two (2) Interstate Technical Officers **and up to four (4) Interstate Scrutineers**

#### **STATE SPRINT CHAMPIONSHIPS (Bitumen)**

1. There will be a minimum of Six (6) Stewards. **In consultation with the National Events Coordinator and National Officials Coordinator,** the Secretariat shall appoint one (1) Interstate Steward who has grade 1 qualifications who will act as the Chief Steward, one (1) Interstate Technical Officer who shall act as Chief Technical Inspector **and one (1) Interstate Scrutineer who will act as the Chief Scrutineer,** for the event.
2. The AKA shall cover travel expenses associated with the provision of the **interstate AKA appointments.** All other expenses including the evening meal (recommended \$25 limit per night) are the responsibility of the promoting club.

**Recommendation: The rewrite**

2. There will be a minimum of Six (6) Stewards. **In consultation with the National Events Coordinator,** The Secretariat shall appoint one (1) Interstate Steward who has grade 1 qualifications who will act as the Chief Steward, one (1) Interstate Technical Officer who shall act as Chief Technical Inspector for the event.

**Item 16 (AKA SA Item 7)**

Delete rule 20.25. This rule was never agreed to by the NKC at last years AGM. Refer to 20a.18.

**Recommendation: Need more information on what is requested**

**Item 17 (AKA SA Item 8)**

Rule 19.34 (v) What constitutes a “major event”. Rule relates specifically to State Championships and approved “major events”, but there is no definition of what a major event is.

19.34(iv) **Damaged or worn out tyres (by way of force majeure) must be reported to and be inspected by the Chief Scrutineer prior to the kart leaving the grid/impound area.  
Replacement(s) will be at the competitors cost.  
Drivers receiving a 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) and/or the competitor electing to use an approved used tyre.**

19.34(v) **For State Championships and approved major events drivers receiving a replacement(s) will be required to start at the rear of the grid in their next competition, the only exception to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer).**

Rule 19.34(iv) covers all events where “Tyre Pooling” is not in force and allows the driver to elect to use either a new tyre or an approved used tyre.

Rule 19.34(v) relates to events where “Tyre Pooling” is in force and only allows the driver to use a new replacement tyre, (as per rule 23.11.6). As Tyre Pooling is compulsory at National Championships and optional at State Championships and “major events”, the rule should be changed to read;

19.34(v) **For National Championships and all major events where tyre pooling is in force, drivers receiving a replacement(s) will be required to start at the rear of the grid in their next competition, the only exception to this is a tyre with a manufacturing defect (as approved by the tyre representative and/or the Chief Scrutineer).**

**Recommended to add to rule 19.34 (vi)**

**(vi) definition of a major event is anything other than a open or closed event.**

### **Item 18 (AKAWA Item 2)**

New Chapter – Superkarts

Approach CAMS to see if Superkarting could additionally come under the AKA banner.

**REASON** - Currently Superkarters run under CAMS, thereby making them ineligible to run on sprint kart tracks without getting an AKA licence. This is different to other facets of karting which come under AKA (eg speedway, dirt and endurance) which allows karters to compete in these as well as sprint karting with the same licence. Additional benefits are that superkarts could compete on sprint tracks (should a club want to do this as a special event) and a source of additional income for the AKA and clubs.

AKA has been in discussion with CAMS over the past few years re superkarts. Apparently superkarts are determining whether they wish to be with CAMS or AKA.

### **Item 19 (AKAWA Item 6)**

Rule 13.19.5

2008 represents the first year of the Restricted 125 class, offering a degree of freedom of the karter to control their licence grade. However the way the rule is currently written it provides too much freedom for grading change.

**REASON** – For example, a karter can race C grade, then upgrade to a B grade then run in State or National Championships. Potentially he/she could win, then they apply for a downgrade and run C grade, kick butt in C grade & win a club series, defeating the real reason why the Restricted 125 class was introduced, that is entry level. How shallow and silly is that? Therefore it is suggested that for the remainder of 2008, B graders have the choice to downgrade to C. To go from C to B grade is possible, as per current criteria, but from the start of 2009, no one can downgrade, ever. Once a B always a B, the only other possible option is to become an A. Because of timing constraints it is suggested, that should this approach be adapted, that an addendum be issued soon, giving all karters adequate time to make an informed decision as to their chosen grade.

**Recommendation:**

Suggestion that once down graded to a C they must stay a C grade for 12 months from the date of down grade before they can go back to a B grade.

### **Item 20 (AKAWA Item 8)**

Rule 4.06

Alter to allow competitors to officiate at all levels of race meetings when there are less than 20 karters competing (this figure as a starting point for discussions).

**REASON** – There are many small clubs absolutely struggling for membership and even more so for volunteers to do official duties, so let the competitors do officiating when not racing.

**Recommendation:**

Support the rule but alter to 50 karters – look at allowing an exemption for flaggies.

**Item 21 (AKAWA Item 9)**

Chapter 21

Why after all the work that was put into this chapter is it not in the rulebook?

On advise from National Technical Coordinator.

**Item 22 (AKAWA Item 15)**

Regular AKA President Newsletter

We have seen in karting magazines and web forums where people report and discuss things that are hopelessly wrong and hence misleading. The AKA needs to have a regular, suggest monthly, newsletter (via BAM, the AKA web page or both) that explains what is happening at any given time. To be informal, but friendly and accurate plus timely.

For open discussion at August conference

**Item 23 (AKAWA Item 16)**

Scrutineering Form

To be reworded to clearly point out that the driver takes full responsibility for the kart at all times over the duration of that race meeting and that the scrutineer bears absolutely no responsibility at any time for the duration of that race meeting.

Recommendation: Admin tidy up

**Item 24 (AKAWA Item 17)**

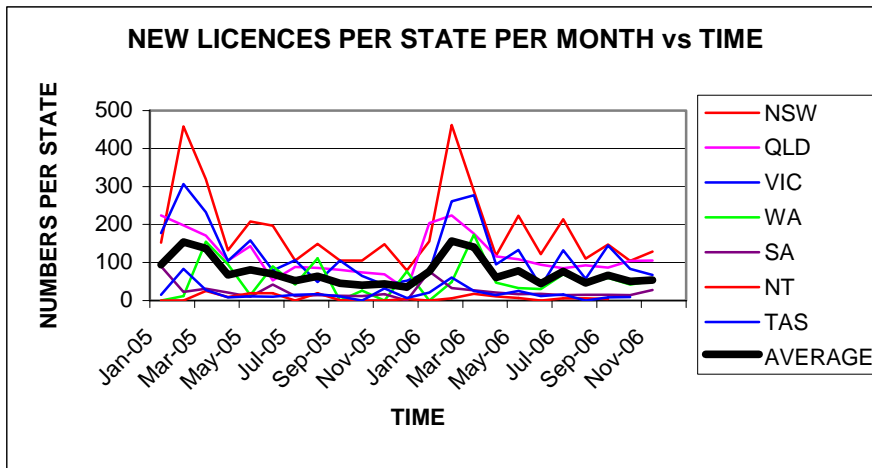
Create an Administration Committee

We have committees for Track Safety, Technical and Stewarding, but nothing for Administration which is currently handled by our Executive or Secretariat. This is unsatisfactory, given the current situation in which we have 3 of the 4 members coming from NSW. No matter how objective this group may consider themselves, it is unsatisfactory and we should have a committee for this for the same reasons that we have the other 3 committees. **This is an NKC discussion item, not one for the current Secretariat to decide upon.**

No Comment

**Item 25 (AKAWA Item 18)**  
AKA Licence Figures

While it is good that the Head Office presents these each month, they are of not much help to anyone to actually see what our numbers are or if there are any trends. This could be improved as per the example shown below, which for simplicity is based on total licences. Additionally the total licence count could also be shown (not in the graph below) at each month (which would be the summation of that month plus the previous 11 month averages \* 7). Suggest a 2-year running period for the time axis/scale.



Max will address will address this.

**Item 26 (Pam Arnett Item)**

Address – Resolve and recommend other administration matters from meeting discussions.

## **Industry Submissions**

### **DPE Submissions:**

#### **Item 1**

25.17(g) Compulsory fitting of clutch assembly with a form of starting without pushing. I.e. pull start, external starter (JICA type) or electric will commence on 1<sup>st</sup> January 2009 with the exception of engines in Chapters 27-29-30-33-37-47-48 and Historic / Vintage. All future engines for homologation / registration require clutches.

Change to: 25.17(g) The fitment of a clutch assembly with a form of starting without pushing. I.e. pull start, external starter (JICA type) or electric will be optional for all classes but all future engines for homologation / registration will require clutches.

**Reason:** Clubman class is still the backbone of karting in Australia due largely to its simplicity and relatively low cost. Compulsory clutches will add complexity and significant cost and for what reason?

The clutches currently available are not 100% reliable and their cost is \$395 each. Every clubman racer has more than one engine, add the starter at \$355 and for many clubman karters this could be a \$2000 bill. This choice should be left to the karter and not forced upon them. If the concept and the product is good enough then the market will embrace them, but allow the karter that choice.

To mandate clutches at this point in time to the clubman class is a huge risk to the sport.

**NKC to discuss in August Conference**

#### **Item 2**

Add: 19.33.10.5 If a driver cannot present a sealed engine outside of parc ferme, that engine can no longer be used in that event and all previous race and qualifying results for that driver in that event will be deemed null and void. The driver may still elect to compete in the event and will only be required to present one sealed engine at post race scrutineering.

#### **Reason:**

Rule 19.33.10.4 states Roto seals are to be fitted by officials of the meeting but at the Nationals this year, one AKA official pulled the wire so tight that many seals broke. If you discovered a broken wire in parc ferme you could get a new seal but if you discovered a broken seal wire outside of parc ferme, your Nationals were over there and then because you could not present two sealed engines at engine measuring, hence you are disqualified.

If the rule was changed to state that from the point in time that you discover a broken seal, he/she should be excluded from all previous races but permitted to continue to compete, it at least allows the driver some chance and you should only need to present one sealed engine at post race scrutineering.

**Recommendation: Refer to Technical committee**

St George Kart Centre Submission:

**CHAPTER 44 – TaG 125**

St George Kart Centre would like to submit the following changes to Chapter 44 TaG 125.

**Dry Weather Tyre** - Rotax Max: MG Yellow  
Iame Leopard: MG Yellow  
PRD Fireball: MG Yellow  
Biland: MG Yellow, Maxxis HG3

**Weight -**

Rotax Max:	Light 165kg, Heavy 185kg
Iame Leopard:	Light 160kg, Heavy 180kg
PRD Fireball:	Light 160kg, Heavy 180kg
Biland:	Light 170kg, Heavy 190kg

We are continuing to test to create the best possible parity. I believe this is the most suitable parity however I may ask for further changes by the mini conference.

**Clutch -** Remove the words 'one piece clutch' as the Fireball has 3 clutch systems.

Can the PRD 1 piece Clutch Drawing be moved to the Clutch Section.  
Add Drawing of Horstman Clutch.  
Set a phase out period of three-shoe clutch for 31<sup>st</sup> Dec 2009.

**Exhaust Muffler -** Remove Bubble Muffler. The bubble muffler was fitted to few early engines. Recently it was found to be faster in TaG restricted than the straight muffler. I feel this will upset the parity of the restricted class.

**Conrod -** Remove Light Weight Conrod.

**Rule Numbers -** Can rule numbers be added to chapter 44.

**Recommendation:** August Conference – Forward to NKC as a postal vote in regards to the Bubble muffler asap

Yamaha Submissions:

**Item 1**

ENGINE ELIGIBILITY – Yamaha model KT100SEC (pre fix 7YK)

needs to be changed to:

ENGINE ELIGIBILITY – Yamaha model KT100SEC (pre fix 7YK & 7YP)  
(the 7YP prefix is for models manufactured in Japan without clutches)

**Item 2**

43.2.2 Cylinder:

The engine cylinder must be marked with 7ET.

This entire sentence needs to be removed. The 7ET marking on the cylinder only refers to the moulding for the cylinder – it is not a model code or ID for the cylinder.

**Recommendation: Refer to technical to have a look at for discussion at the August AGM**