

Australian Karting Association Inc

Technical Committee

MINUTES



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

Trevor White	New South Wales (Chairman)
Harold Arnett	Victoria
Paul Riggs	Northern Territory
Geoff Hall	South Australia
Ken Seeber	West Australia
Mark Close	Tasmania
John McCleverty	Queensland

Meeting Commenced at 0900

Industry Submission Attendees

George Turton – DPE
Chris Dell – St George Karts
Ian Black - IKD

Item 1 (AKA Qld Item 6)

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 or advised nor available on current registered AKA clutches as permitted in these categories.

Recommend:

Amendment to Rule 25.21

Non-Tech Items are gaskets, seals, big end roller/cage, little end spacers, rings, washers, cages, fasteners, fulcrum spring (carburettor meter levering spring), spark plug and spark plug lead and cap, gudgeon pins, main bearings, coolant sealing 'O' rings engine sprocket and Key, **number of teeth is free.**

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Item 2 (AKA Qld Item 7)

Chapter 41.

Comers to be phased out by the year 2010.

Reason:

Parity.

Recommend:

Due to difficulty in achieving parity and technical compliance the Tech Committee recommend the NKC provide guidance for a replacement for the current engines in the midget class. The tech committee to be involved in the selection process.

Phase out current engines by 2012.

Item 3 (AKA Qld Item 8)

Chapter 22 – DT14 Tester

Review.

Reason: Update.

Action:

Fix up typo in Chpt 22 22.01 2(a) (e), 2(b) (d) (Change DT14 to DT15)

Item 3a (AKA Qld Item 9)

National Seal for Engines at Championships and other events.

Reason:

Increased security.

Recommend:

Tech committee have seals to be recommended to the NKC for their consideration of a National Sealing system to be adopted (barcode, numerals and AKA logo).

Item 4 (AKA Qld Item 10)

Rule 25.06 – Nose Cone

Fixing of same to Chassis.

Reason:

Safety

No action required.

Item 5 (AKA Qld Item 11)

Rule 19.33/34 Change of Motors – Seal regulation/Chassis Seal and Trye change.

Reason:

Increased security

Action:

Addition to Rule 19.33.9

New point 19.33.9.4

Driver to be responsible for the engine and chassis tags being intact before leaving Parc Ferme area (ingrid/weigh area).

Item 6 (AKA Qld Item 12)

Rule 45.20 – Ignition System and “brain box” identification.

Reason:

Review ability to inspect and control this item.

Action:

Recommend:

Remo Racing will replace all the existing ignition systems with rev limited system at no cost to the Karter as well as supply to the AKA testing equipment for the comprehensive checking of the rev limited system at no cost to the AKA. As well as introduce a pooling system for the brain box for State and National Championships.

Item 7 (AKA Qld Item 13)

Rule 45.19 – Induction Silencer

Review number of silencers eligible.

Reason:

Uniformity with main stream classes

Action:

Amendment to Rule 45.19

Reword to Rule 45.19 – to read as follows

The only permissible induction silencers are as follows;

1. AKA/KIAA as per Rule 25.24. Part 1 (a)
2. Righetti Rodolfi K560/22 supplied with engine with 45 degree angle tubes as per Rule 25.24 Part (b)

Remo Racing to supply correct drawing showing correct position of tubes to be added to Chpt 45 page 261.

Effectively 1st January 2009

Item 8 (AKA Qld Item 14)

Rule 25.17 – Transmissions.

Clutches – Review application and testing procedure and 9T availability for classes.
Include Inspection checks in Chapter 26.

Reason:

Consistency and evaluation of product prior to approval.

Action:

New Rule 26.06 Procedure for Clutch Testing

Whilst on level ground the kart (with driver seated in kart) must start to move under its own power, when the engine speed reaches 4000rpm or less.

Item 8a (AKA Qld Item 15)

Review Chapter 26.

Reason:

Further improve processes.

Action:

The technical committee would like seven (7) sets of the new initial design of PTG rods to be made for checking of measurements for the four and five slot procedure. NKC approval sort to have the rods made. To be made as soon as possible.

Item 9 (AKA Qld Item 16)

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

VIC Item: Carburettor

Action:

Amendment to Rule 25.26 Carburettor for Chapters 31, 32, 34 & 36

Reword 25.26.d

It is permissible to enlarge only existing fuel/air holes, but they may not be deleted or relocated. **The holes must be the same shape as originals.**

WA Item: Clutches

Action:

Reword to Rule 25.17 Engines and Transmission

(d) Clutches supplied with a guard or retention device must run with that guard or retention device in place. **All aftermarket clutches must run with a retention device and must be bolted to the engine in a minimum of 2 places.**

Do we want the retention device or guard registered or AKA approved? Decision required by NKC.

Item 10 (AKA NSW Item 3)

Rule 25.17 Engines and Transmissions or Rule 25.27 Batteries

Add to rule - External starters to have dry or gel CEL batteries only.

Reason: Safety issue if wet battery is leaking drivers may get acid in eyes on out grid sitting in kart when someone walks by holding starter.

Action:

Addition to Rule 25.27 Batteries

Starting and ignition batteries when fitted must only be attached to the chassis or seat and be securely mounted.. The only batteries permissible are Dry Cell, Gel type or Valve regulated sealed lead acid batteries. **All external starters using vented batteries must be fitted with an external overflow/catch bottle minimum of 50ml. Recommended implementation date 1st September 2008.**

Item 11 (AKA NSW Item 4)

Rule 23.02 Bead Retention

Add to rule – Bead retention must be used in the following classes:

Open

All 125cc classes

Reason: As all these classes are using soft compound tyres at 10PSI or less (safety issue).

Action:

Amendment to Rule 23.02 (1) Bead Retention

Reword to read:

(1) This sub-rule applies to all dry tyres used in the following classes:

Open **and All unrestricted 125cc classes**

Method of Tyre Bead Retention:

Minimum of 3 off M4 screws threaded through the rim behind the tyre bead at approximately 120 degrees. Screws must protrude inside the rim by at least 3mm.

Item 12 (AKA NSW Item 5)

Rule 26.01 CC Plugs

Add to rule – As per type 1, 2, 3, 4 to be stamped on plug.

Reason: Having CC plugs stamped 1, 2, 3, 4 makes it easy for admin to deliver correct plug to customers.

Action:

Recommend:

CC plugs to be stamped as per drawing on page 167 – Chpt 26.

Item 13 (VKA Item 1)

An increase in the piston size of the Yamaha engines due to age of engines for J engine maximum piston size 51.20 and S engine maximum piston size 53.20.

ITEM LOST

Item 14 (VKA Item 2)

Exhaust safety wire not to be attached to rear crash bar, should be to chassis or bearing carrier.

Action:

Amendment to Rule 25.09(5)

Reword to Rule 25.09(5)

Exhaust systems must securely fastened with springs to a mounting bracket cradle and to the header pipe of the engine. A secondary fastening system, comprising a multi-strand wire (as used in throttle cables) to be secured through a fixing lug or a similar attachment (e.g. hose clamp) on the muffler and fixed to the chassis **excluding rear bumper bar** to prevent the exhaust system detaching from the kart.

Item 15 (VKA Item 3)

Yamaha J black box should only be allowed to have the lead repaired.

Action:

Recommend:

Amendment to Rule 36.20(iii)

No modifications or internal repairs to the “black box/control module” or stator coils on the TCI and CDI ignition system with the exception of the plug lead which can be repaired externally only. Effectively 1st January 2009.

Amendment to Rule 36.20(ii)

Both CDI and TCI ignition units and **stator coils** as supplied by Yamaha are eligible.

Item 16 (VKA Item 4)

SUGGESTION PENALTY'S FOR NON-CONFORMANCE

Change recommended penalty for the Tampering of Ports.

Change to:

Tampering of Ports. Exclusion Plus. 6 Month Suspension.

REASON:

The penalty for a Machined Part that does not meet Specs is an, Exclusion Plus 3 Month Suspension. In this case a minor error in alteration of a part which is allowed to be altered is 3 month suspension. Therefore when Tampering with the Ports, an action that is not

allowed in any way, should carry a greater penalty than an error with something that is allowable.

The Tech Committee unanimously agree to make this the minimum penalty for breaches of the rules.

Action:

This item referred to the Stewards Committee for implementation.

Item 16 (VKA Item 5)

SUGGESTED PENALTY'S FOR NON-CONFORMANCE.

FAIL CC TEST (26.01)	EXCLUSION PLUS 1 MTHS SUSPENSION.
MACHINED PART THAT DOES NOT MEET SPECS	
	EXCLUSION PLUS 3 MTHS SUSPENSION.
TAMPERING OF PORTS	EXCLUSION PLUS 6 MTHS SUSPENSION
AIRBOX INFRINGEMENT (TAMPERING)	
	EXCLUSION FROM MEETING. – 1 MTH SUSPENSION
TAMPERING WITH EXHAUST	EXCLUSION FROM MEETING. – 1 MTH SUSPENSION
RESTRICTOR INFRINGEMENT	EXCLUSION FROM MEETING – 6 MTHS
TOTAL EXHAUST LENGTH (ROOKIE/MIDG)	
	EXCLUDED FROM THAT SECTION OF EVENT
AIRBOX MISSING	EXCLUDED FROM THAT SECTION OF EVENT
EXHAUST MISSING	EXCLUDED FROM THAT SECTION OF EVENT
WEIGHT INFRINGEMENT	EXCLUDED FROM THAT SECTION OF EVENT
KART FORMULA	EXCLUDED FROM THAT SECTION OF EVENT

REASON:

TO ASSIST STEWARDS THAT NEED TO GIVE A PENALTY - MANY STEWARDS ARE NOT TECHNICALLY MINDED AND MAY NEED GUIDANCE WITH THIS.

Action:

This item referred to Steward Committee for implementation

Item 17 (VKA Item 6)

Rule 19.34

Add following to the end of Rule 19.34(iv)

‘, of comparable worn condition as approved by the Tyre Representative and/or Chief Scrutineer.’

‘A complaint/appeal cannot be lodged against this action.’

REASON: This allows the competitor the option of having a replacement. Tyre without disadvantaging his position. However it does not allow a competitor to obtain an unfair advantage by using a used tyre of better condition than the worn tyre it is to replace.

ITEM LOST

Item 18 (AKAWA Item 3)

All Control Classes
Cylinder Head

- a) It is not permissible to fit separately machined inserts into the cylinder head.
- b) Any material replacement as part of a cylinder head repair is to be done by welding only. The only exception is to use a readily available commercial thread insert (eg Helicoil, Keensert etc) that is nominally parallel and is not flanged to form the spark plug seat.

REASON –

(a) There are lots of varying interpretations about inserted heads as to their legality, as they do represent a departure from the original cylinder head. Need a guiding decision on acceptance or not

(b) Some engine builders have sometimes used less than permanent “fixes”, sometimes failing during measurement, leading to engines being disqualified. A permanent repair, such as welding, would alleviate any such issues.

Action:

After discussion by the technical committee, the following motion was proposed by WA Delegate.

Motion: Internal inserts/combustion chambers are allowed in cylinder heads in Chapters 34 & 36

Second: NT

Vote:

For: QLD, NSW, VIC, TAS, SA, WA, NT

Unanimous

The only method of repairing the spark plug sealing surface is by welding (any spacers and the like are treated as spark plug washers and will be removed prior to “cc” test).
Applicable to Chapters 31, 34 and 36.

Item 19 (AKAWA Item 4)

Experimental Classes

It is not permissible to sell engines when the class is experimental.

REASON – The experimental class is just that, experimental and as such, could be cancelled so therefore no competitor should be left in a situation where they buy an engine in good faith, only to find out later that it is deemed inappropriate or unsuitable.

Action:

Recommend:

To be included into Chapter 21 Homologation.

Item 20 (AKAWA Item 5)

Rule 25.03

Nassau Panels to be made compulsory.

REASON – Currently they are not mandatory, making attachment of the AKA sticker to the Nassau panel difficult if the panel is not there.

Action:

Amendment to rule 25.03 Nassau Panel

Reword Rule 25.03 Nassau Panel:

Must 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.

Item 21 (AKAWA Item 7)

Chapter 41

Requires a decent cylinder drawing for the Comer SW80 cylinder.

REASON – The current drawing is not clear enough.

Action:

DPE to provide new drawings for SW80 cylinder and head and to replace current drawing in rule 41.16 and delete all reference to S80.

Item 22 (AKAWA Item 9)

Chapter 21

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

Action:

Chapter 21 Homologation, to be reinserted into the manual.

Item 23 (AKAWA Item 10)

Chapter 34

For the nth time, include ARC engines into Clubman.

REASON – There are lots of ARCs out there, but people do not use them much as Formula Australia effectively does not run, therefore making these engines ineligible to run in any State or National Championships. If it's ok for Junior Clubman, then why not Senior Clubman? The combined Sportsman class has been running successfully for years in various states, so why not acknowledge this and allow ARCs into Clubman.

ITEM LOST

Item 24 (AKAWA Item 11)

Rule 27.27

Include these as non-tech items. (Obviously they would have to satisfy R27.27.)

REASON - In some classes it could be construed that the 'as supplied' batteries are the only ones permissible, whereas in reality most karters are, quite successfully and economically, using another brand or type.

No action required on rule.

Item 25 (AKAWA Item 12)

Rule 25.22 & 25.23

AKA14 & 39 Exhausts – Allow the entry tube to the muffler to be repaired (typically slit and re-welding in situ, not to be removed from muffler).

REASON - To overcome bellling out at open end, making the flex a loose fit, saving the competitor the cost of a new exhaust.

Action:

Motion: WA delegate puts forward to accept proposed ruling as per above reason.

Second: SA

Vote:

For: SA, WA

Against: NSW, TAS, VIC, NT

Abstain: QLD

ITEM LOST

Item 26 (AKAWA Item 13)

All Classes – Wiring Looms/Harnesses

Allow these to be repaired (inc wire replacement), not just the plastic connectors (as in R45.20).

REASON – Cost saving in that it will allow repairs to be made.

Motion: WA Delegate moved that wiring be allowed to be repaired

Second: SA

Vote:

For: WA, SA, TAS, QLD

Against: NT, VIC, NSW

CARRIED

To be added to chapters 28, 32, 35,44 and 45.

Item 27 (AKAWA Item 14)

PTG System

Right or wrong, there seemingly is a situation that the PTG rod allows greater engine modification freedom than the Dial Indicator measurements. This logically is the opposite of what the situation should be in that the PTG test should be “safer” than the final indicator measurement method. Suggest that this area be revisited and if it is shown to be the case, then alter the indicator measurements (not replace the PTG rods) to reflect this.

ITEM WITHDRAWN

Item 28 (AKA SA Item 9)

Re-word to rules **19.33.10**, **20.20** and **20a.12** to reflect the Method of Issue and use of the new bar coded Roto engine seals.

19.33.10. Standard Method of Issue of Engine Seals/Tags.

- 1 Engine tags to be issued to the competitor with passes and entry acknowledgment and detailed against the competitor’s entry. Fitting and responsibility notice to be provided with tags and/or displayed in a prominent place / notice boards(s)
- 2 Competitor to fit seal leaving the tail at full length.
- 3 Competitor deemed not to have fulfilled their duty to manage the seals should there be a loss or damage to or failure to produce the correct seals when requested.
- 4 Roto seals to be fitted by officials of the meeting

20.20 Engine and Chassis Sealing (State and National Championships)

- a) All engines must have provision for sealing in accordance with rule 19.33.
- b) A plastic seal in conjunction with a color coded event tag is to be used for identification of engines and chassis at National and State Championships. **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.**
- c) Engine seals will not be distributed prior to event.

20a.12 Engine and Chassis Sealing

All engines must have provision for sealing in accordance with rule 19.33. A plastic seal in conjunction with a color coded event tag is to be used for identification of engines and chassis at National and State Championships. Engine seals will not be distributed prior to event.

Rules to be re-worded as follows;

19.33.10. Standard Method of Issue of Engine Seals/Tags.

1. Engine Roto seals to be **supplied, fitted and recorded** by officials of the meeting **prior to commencement of competition.**
2. **It is the competitors responsibility to check their engine seals for loss or damage prior to leaving the in grid / scales area.**
3. Competitor **shall be** deemed not to have fulfilled their duty to manage the seals should there be a loss or damage to or failure to produce the correct seals when requested.

20.20 Engine and Chassis Sealing (State and National Championships)

- a) All engines must have provision for sealing in accordance with rule 19.33.
- b) Engine Roto seals and chassis tags to be **supplied, fitted and recorded** by officials of the meeting **prior to commencement of competition.**
- c) **It is the competitors responsibility to check their engine seals and chassis tags for loss or damage prior to leaving the in grid / scales area.**
- d) Competitor **shall be** deemed not to have fulfilled their duty to manage their seals / tags should there be a loss or damage to or failure to produce the correct seals / tags when requested.

20a.12 Engine and Chassis Sealing

- a) All engines must have provision for sealing in accordance with rule 19.33.
- b) Engine Roto seals and chassis tags to be **supplied, fitted and recorded** by officials of the meeting **prior to commencement of competition.**
- c) **It is the competitors responsibility to check their engine and chassis seals for loss or damage prior to leaving the in grid / scales area.**
- d) Competitor **shall be** deemed not to have fulfilled their duty to manage the seals / tags should there be a loss or damage to or failure to produce the correct seals / tags when requested.

Action:

Item held over until determination on new tagging system.

Item 29 (AKA SA Item 10)

Rule 25.19.2 Weights:

Maximum kart weights at time of weighing for all Junior Heavyweight, Senior Heavyweight and Senior Super Heavyweight Classes to be 88kg except where: a) noted in class technical detail or b) when a lighter weight division of a class is not being run at a race meeting.

Add line to rule to read;

Maximum kart weights at time of weighing for all Junior Heavyweight, Senior Heavyweight and Senior Super Heavyweight Classes to be 88kg except where: a) noted in class technical detail, **e.g. Rotax and Leopard class maximum kart weights of 100kg** or b) when a lighter weight division of a class is not being run at a race meeting.

ITEM LOST

Item 30 (AKA SA Item 11)

Change to rule 25.17(g)

Add Chapter 34 – Clubman 100cc. Until further notice the fitment of a clutch is optional.

Rule 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 1st 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.

Reason:

There has been a noted increase of crank breakages as more competitors move over to clutches. Even the new purpose built Yamaha SEC has had continuing evolution / changes to overcome the problem. The AKA has a responsibility to ensure that compulsory acquisitions do not negatively impact on the karter. Until a viable clutch package is available, the fitting of the clutch to the clubman motors should continue to be optional.

Amended rule to read;

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 1st January, 2009 with the exception of engines in Chapters 27-29-30-33-~~34~~-37-47-48 and Historic / Vintage. All future engines for homologation / registration require clutches.

Chapter 34 – Clubman 100cc. Until further notice the fitment of a clutch is optional.

ITEM LOST

Industry Submissions

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
lame Leopard: MG Yellow
PRD Fireball: MG Yellow
Biland: MG Yellow, Maxxis HG3

Weight -

Rotax Max:	Light 165kg, Heavy 185kg
lame 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 31st 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.

Action:

To have the clutch removed from the book, remove the lightweight conrod and remove bubble muffler from Chapter 44. Implementation date 1st January 2009.

Strike Products:

As the manufacturer of the SSS clutch for both KT100J and KT100S engines, we would like to take the opportunity to make some points for the AKA to consider at the forthcoming Technical Meeting in June of this year:

1. That it is permissible to modify the crankcases of existing control class engines to accept an on-board or on-engine starter. STRIKE and possibly others are currently looking into this area and clearly there will be some need to make external changes to accept a starting system, but the actual details are unknown at this time. The benefit of this would be that with a starter, in conjunction with an existing clutch, the engines would then be considered TAG engines, a direction I am sure that the AKA is headed.

Recommendation:

Any onboard engine starting system that is fitted to an engine that did not come with that engine must be AKA registered.

2. It is clear that some engines, mainly KT100J, have had the threaded end of the crankshaft break off. This effectively renders the crankshaft unserviceable. However, it is possible to drill and tap (M6 or M8) the open end of the broken crankshaft. It is also possible that this drilling and tapping could be done on the engine without having to remove it from the kart. Whilst this is not strong enough to clamp a direct drive sprocket, it is adequate to secure a clutch retaining nut. Such a repair would not provide any performance gain, but would offer a cost saving to the karter.

Recommendation:

Amendment to Rule 36.18 Crankshaft

It is permissible to repair the drive side crankshaft end, where the treaded section has broken off by drilling and tapping the centre of the crank to except an M6 to M8 screw. To be included in Rules 36.18 and 34.22. To be implemented immediately.

3. That the bearing arrangement for clutches be non tech. With time, some people are making some minor changes to the bearing design, with a view to improving the designs that are available. This could be regarded as a good thing, possibly "improving the breed". This might. In some cases, involve modifications to the crankshaft. Again any such minor changes would not provide any performance gain.

No action required.

Yamaha:

1. **36.18 Crankshaft:**

Must be stock and have a minimum width across top of the crankwheel of 48.8mm. Plugging of the counter- balance recesses, shot peening, polishing **or removal of the Yamaha etching** is forbidden. Crank pin to be standard solid pin. It is permissible to recondition the crankshaft main shaft plating.

Action:

Amendment to Rule 36.18 Crankshaft

Reword to Rule 36.18

Must be stock and have a minimum width across top of the crankwheel of 48.8mm. Plugging of the counter-balance recesses, shot peening, polishing. Crank pin to be standard solid pin. It is permissible to recondition the crankshaft main shaft plating the minimum diameter of crankshaft

Note: Drawings of J crankshaft with measurements on diameter to be added to the manual. Yamaha to supply drawings. Implementation date 1st January 2009.

2. **2.5 Crankshaft:**

Must be of original engine manufacturer and conform to drawings supplied by manufacturer – The SEC engine is supplied with two crank types – original with plastic balance weights, the KT100 SE/SD model with alloy balance weights – both cranks are eligible in this class until the conclusion of the phase out period ending 1st Jan 2009.

(i) It is permissible to recondition the crankshaft main shaft by plating.

(ii) No Machining permitted **"Yamaha" etching must remain as supplied.**

I have highlighted the changes required.

Technical Committee determine no action required.

These changes are required due to the factory advising that they can no longer etch the word YAMAHA on crankshafts for environmental reasons (please see below advice received from Yamaha Motor Corp.)

"Dear Sir,

We have marked "YAMAHA" on crank of KT100. But it will disappear at the end of this year.

The waste liquid at process of marking "YAMAHA" has a problem environmentally. So, we have decided to give up "YAMAHA" mark.

If you need some information or documents regarding engine homologation or registration for each kart federation, please let me know it.

Best regards,

Setsuko Ehara for T. Higashihara
Kart Division, Yamaha Motor Co., Ltd."

3. The rules for Chapter 43 (Yamaha 100 TAG class) need some minor modifications made.

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)

And:

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.

Action:

Reword to Chapter 43 Part 2

2.2 **Cylinder**: No modifications, grinding or machining is permitted. The minimum cylinder length is 81mm.

Additional Item:

Cassons correspondence

Re: Helmet standards

Add K2005 to rule 14.01.2 (a) as this is the new standard for Snell.

a) Helmets bearing the following marks are approved for use on AKA circuits

- AS1698 – Australina 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 SA95, Snell SA2000, Snell M2000, Snell K98, Snell SA2005, Snell M2005, **Snell K2005** – Snell Foundation.
- SFI Specific 31.1, SFI Specific 31.2 – U.S.A. Standard

TD Clutch

SA Delegate Motion: Concerns on components and it's adjustments and it's type and style of this clutch and requires further investigation.

Seconded: QLD

Vote:

For: QLD, SA, TAS

Against: NSW, VIC, NT

Abstain: WA

Motion lost

Rotax:

Snr Max 125 – The technical inspection of the Rotax Snr Max consists of the following.

1. PTG 4 groove (stroke/exhaust port and main transfers)
2. Head CC minimum 11cc
3. Normal external inspection of parts and components.

PTG rods will be included with the last seven (7) sets.

Jnr Max

1. PTG 4 groove (stroke/exhaust port and main transfers)
2. Head CC minimum 11cc
3. Head squish and combustion chamber profile.
4. Normal external inspection of parts and components.

Chapter 21 – Homologation/Evolution/Aftermarket Items

Technical Committee have 60 days to look at control samples once received. 2 control samples must be supplied.

Reason: Travel to all state tech officers.

Meeting closed at 2.25pm