



NATIONAL KARTING COUNCIL GENERAL MEETING AGENDA

2008

Radisson Resort, Carrara
Queensland
23rd – 24th AUGUST 2008

Starting time – 9.00am

Australian Karting Association Inc
2008 GENERAL MEETING AGENDA
Radisson Resort, Carrara Queensland
Saturday 23rd & Sunday 24th August

Starting time: 9.00am

GM 1 Order of Business

- a. Opening remarks by Chairman
 - Declare pecuniary interests

- b. Open Meeting to Observers

- c. Apologies

- d. Minute procedure
Acceptance of digital recorder as an official recording of the purpose of minute taking by the minute secretary.

- e. Accept previous General Meeting minutes

- f. Business arising from minutes
NKC Meeting 21st & 22nd June

Presentations by the following:

9.30am – 9.45am	Yamaha Motor Australia – Adam Wolfenden (Attachment No.1)
9.45am – 10.00am	BAM Media – Lee Hanatschek
10.00am – 10.15am	Dunlop /Bar-coding – Les May
10.15am – 10.30am	Cheopard request (Attachment No.2)
10.30am – 10.45am	St George – Clutches
10.45am – 11am	Morning Tea
11.00am – 11.30am	In Camera session
11.30am – 12.00pm	unidentified
1pm	Lunch



Agenda for the NKC General Meeting 23rd & 24th August 2008

Technical Committee Recommendations from the 2008 Technical Committee Conference

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.

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).

Note: Seal sample and costs to be presented at August meeting.

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.

Note: These rods have been produced and distributed to each State Tech Officer

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.

Note: Stamping of plugs has been done.

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 starter 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 starter 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 crank wheel 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

Note: Refer to addendum #28

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.



Administration Committee

Recommendations from the 2008 Administration Committee Conference

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 Nassau 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 continues 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 9th birthday until the end of the calendar year of their 13th 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 (10th) birthday till the end of the calendar year of their (11th) 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 11th 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 7th 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 driversScrutineer).

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**

Note: Refer to addendum #24

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

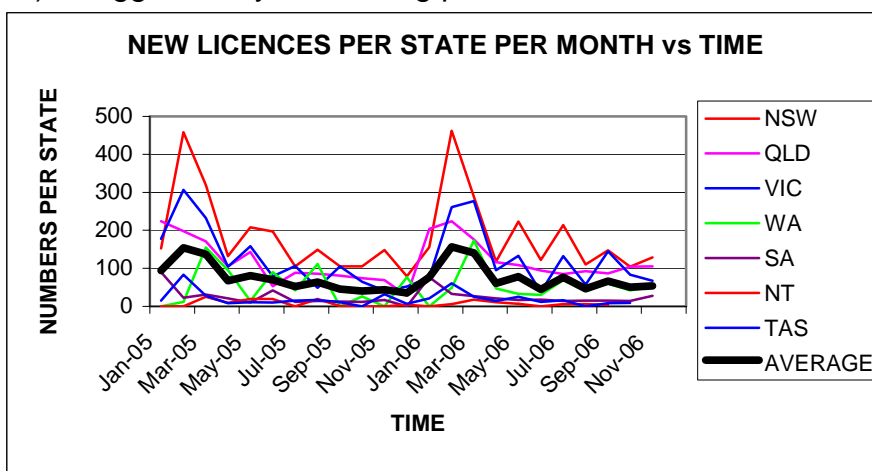
We have committees for Track Safety, Technical and Stewarding, but nothing for Administration which is currently handled by our Executive or Secretariat. This is unsatisfactory, given the current situation in which we have 3 of the 4 members coming from NSW. No matter how objective this group may consider 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.



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 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.

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
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.

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

Note: Refer to PV2008-05 Exhaust Muffler – Remove Bubble Muffler

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**



Steward Committee

Recommendations from the 2008 Steward Committee Conference

Item 1 (AKA Qld Item 1)

19.18 Driver's Briefing to read:-

Drivers' Briefing will be held prior to commencement of competition including all timed qualifying and racing. All drivers entered must attend.

Reason: Self-explanatory.

Recommendation: **A Drivers' Briefing will be held prior to commencement of competition including all timed qualifying and racing. All drivers entered must attend.**

Item 2 (AKA Qld Item 2) (Refer to item 11 of the Admin agenda)

Rule 4.01(b)

The Clerk of Course to have an assistant/s, to be recognised as "Officials".

Reason:

If Clerk of Course is at a hearing, etc, they need an assistant/s to delegate to monitor proceedings and safety of the race meeting.

(Item 11 Admin agenda)

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

4.02 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.

Recommendation: **To be forwarded to the NKC, for an Addendum to be issued immediately, as per the above.**

Note: Refer to addendum #24

Item 3 (AKA Qld Item 3)

Rule 19.31

Should a Competitor decide not to compete in a section of the event for which they have entered, it is a requirement that they notify the Clerk of Course.

Reason: So that the various sections, i.e., Control Tower, Grid Marshall, Engine Measurers, will know in advance who is going to present themselves on the Outgrid.

Recommendation: **Implement rule as suggested.**

Reason: In the situation where clubs use a points system that allows a karter to drop their worst heat, it opens up an avenue for the karter to leave the circuit before post race technical inspection.

Item 4 (AKA Qld Item 4)

Rule 19.17 (e) (New rule)

Transponders, when issued, MUST be returned at the completion of racing. Failure to do so within 48 hours will result in a fine of \$50.00, plus the cost of the transponder. The driver will be suspended from practicing, competing in any event or acting as an Official at any AKA licenced track until the penalty has been paid in full (Rules 6.13 & 6.18).

Reason:

Many Competitors now own their own transponders, the second part brings it in line with a suspension.

Recommendation: **Already covered in Rule 19.17 (d).**

Item 5 (AKA NSW Item 6) (Refer to Late Agenda Items 3)

Rule 19.17(f)

This rule was introduced to allow clubs (at non National or State championships) to introduce a single timed qualifying session if it wishes. This gives the club the opportunity to offer karters an alternative to random/reverse grid draws by taking advantage of the increasing use of transponders.

The discussion between the officials revolved around the question of "What should occur if, for some reason the competitor fails to record a qualifying time?"

Clearly, as this rule is aimed squarely at club race days, it would be unthinkable that the penalty for failing to record a time in the one off session is exclusion from the event. By the same token club race days are usually on a tight timetable and extra timed qualifying is not desirable.

Because R19.17(f) does not instruct regarding penalty, an Official considering such a situation would need to refer to the preceding subsections of R19.17 for guidance.

There, two scenarios are spelled out where the penalty imposed is slowest time plus 1 second. They are for underweight and weaving.

Other possibilities are not clearly addressed, but the officials at today's discussion generally agreed that a driver who does not record a time for ANY reason really should suffer no more than be "sent to the back of the grid." Exclusion from a section of the competition with them then having no way of being permitted to start their heats seems excessive.

The following amendment wording should effectively cover these situations.

19.17

(f) (i) For events or specific races that require qualifying to determine grid positions, other than State and National Championship meetings, the number of qualifying sessions is determined by the Supplementary Regulations with the minimum being one qualifying session. Carburettor and qualifying sessions may be combined if required.

(ii)(a) Where a single timed qualifying session is used and a competitor fails to record a time for any reason, the driver will be penalised with a time penalty of slowest time plus one second. Action will be taken by the issue of a Penalty Notification Form which will be issued without an Officials Hearing and signed by at least one Steward and one other Steward, Clerk of Course or Timekeeper. A complaint / appeal cannot be lodged against this action.

(b) Where more than one competitor has received a penalty of slowest time plus one second for any reason, they shall be placed on the grid at the rear of the field in an order determined by random draw.

Recommendation: **To go with the amendment wording as above.**

Item 6 (AKA SA Item 12)

Re-word rule 19.34(i) to clearly explain when race tyres need to be used for practice / carby sessions.

19.34 Change of Tyres: (Refer Chapter 23 or class technical detail for further information.)

Unless otherwise specified elsewhere in these rules.

- (i) A competitor is permitted to use one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, **including all practice from the commencement of the event / competition, at any event.**

Amend rule to say;

- (i) **At any race meeting,** a competitor is permitted to use only one set of prescribed dry tyres AND only one set of prescribed wet weather tyres in any class, **including all practice / carby sessions after the commencement of competition for their event.**

For practice / carby sessions prior to commencement of competition for their event, competitors are permitted to use any wet or dry tyres prescribed for their class.

Recommendation: **To be forwarded to the NKC, with an Addendum to be implemented immediately.**

Note: Refer to addendum #25

Item 7 (AKA SA Item 13)

New rule to be added as 16.11.(d).(4)

All competitors eligible for a re-start after a red flag stoppage must be allowed one spark plug change if the engine fails to fire after the first attempted re-start. Subsequent attempts will be allowed at the discretion of the Clerk of the Course.

This new rule is necessary to allow competitors who have difficulty re-starting after a red flag stoppage, to resume their rightful position in the re-start of the race.

Recommendation: **To implement the above as a Rule.**

Item 8 (AKA SA Item 14)

The rule book needs to contain a clear definition of what constitutes “assistance”, with reference in rule 16.08.e.(iv).

Where the progress of any stationary kart is impeded by an obstruction which is subsequently removed other than under its own power, the stationary kart is deemed to have received outside assistance.

Recommendation: **Modify Rule 16.08(e) to read:**

Karts fitted with clutches:

In the event of a spin or stoppage on the track – karts fitted with clutches may continue racing provided always that:

- (i) The driver does not alight from the kart. Not applicable to endurance racing.
- (ii) That the kart proceeds with its own power.
- (iii) **Only** karts fitted with an onboard electric starter may restart engine.
- (iv) The kart proceeds as soon as safely possible to the direction of racing **and within 1 lap.**
- (v) There is no **outside** assistance given to get the kart mobile.

Where the progress of any stationary kart is impeded by an obstruction which is subsequently removed other than under its own power, the stationary kart is deemed to have received outside assistance.

Item 9 (AKAWA Item 8)

Rule 4.06

Alter to allow competitors to officiate at Club level of race meetings when there are less than 50 karters competing.

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: *In Rule 4.06(a), add after “is acting as an Official”, except as covered in Rule 4.06(c)”.*

Rule 4.06(b): Add to end of line, “except as covered in Rule 4.06(c)”.

Add new Rule 4.06(c): At club level race meetings, where there are less than 50 legitimate entries, a competitor may act as any official except Chief Steward or Clerk of Course/Assistant/s, providing they possess the appropriate accreditation.

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.



NATIONAL OFFICIALS COORDINATOR

Mr Brian Sparrow

Australian Karting Association Inc.

PO Box 4222, Penrith Westfields

PENRITH NSW 2751

Ph: 0247 211300 Fax: 0247 211522

Email: admin@austkarting.com.au

3rd June, 2008

Hi all State Officials Coordinators,

Our conference in Sydney is now just two weeks away. Since the closing date for agenda items was 18th April, 2008, (6 weeks ago), I have been made aware of several other items that will need to be discussed if time permits.

If possible, please discuss these items with your fellow officials prior to the conference.

1. As clutches are set to become a mandatory item on 1st January, 2009, a minimum starting method and subsequent safety issues need to be established for implementation on 1st January, 2009 as well.

Suggestions:- All karts start, Grid Marshall advised to clear grid; all pitcrew step aside, with external starters; gate opened and karts clear grid, two at a time; once grid is clear of moving karts, attempts may be made to re-start remaining karts. Two minute rule applies.

2. Due to their increasingly reduced size and remarkable performance, the use of movie cameras attached to karts or drivers helmets is on the increase. There is currently no rule to allow this to happen, unless they are attached to the kart with a minimum 8mm bolt and called a weight. We need to consider if these items should be allowed to be used, and if so, formulate a rule to cover their use.

Need more technical advice before allowing competitors to use them.

The current wording of rule 19.17(f) contradicts rule 19.17(c). These two rules need to be “melded together” into 19.17(c) to allow for the situation that 19.17(f) covers. A possible solution could read:

For events or specific races that require timed qualifying to determine grid positions (other than State or National Championship events),the organizers may program a minimum of one or maximum of two (minimum four (4) minutes) timed qualifying sessions per class. When only one timed qualifying session is programmed per class, practice / carburettor sessions and timed qualifying sessions may be run simultaneously.

Recommendation: **To go with the solution as outlined above.**

3. Rule 4.01(b) states that flag marshals must be > 18 years of age. Rule 4.16(e) states < 16 not being able to act as flag marshals except under supervision. We need to tidy this situation up.

Recommendation: **Change Rule 4.16(e) to read “Officials under the age of 18”.**

4. Rule 8.20(b) reads: Any person who races whilst under appeal forfeits all rights to withdraw such appeal.

If a driver is appealing a penalty of licence suspension, then the conditions of rule 6.18 should apply. Any driver who practices, races or acts as an Official at any AKA licenced track should forfeit all their rights to be able to withdraw their appeal.

Recommendation: **Amend Rule 8.20 (b) to read: Any person who races, practices, or acts as an Official at any AKA licenced track will forfeit all their rights to be able to withdraw their appeal.**

-
5. Rule 7.14 refers to the time limits for complaints. Part (viii) refers to “any other situation” having half an hour after the alleged situation occurred. Situations (other than on the track) can occur and take some time to come to the attention of the relevant officials. Rule 7.15 is written to attempt to cover these situations.

What we need to consider here is, does rule 7.14 relate to officials as well as competitors!!!!!!!!!!!!!!!!!!!!!!

If it relates to both, we need to clarify it in the rule. If it only relates to competitors, then it needs to state that in the rule.

Recommendation: ***Rule 7.14(a) The time limits for complaints are as follows.***

...

Rule 7.14(b), Complaints laid by Officials are not subject to Rule 7.14(a), but must be lodged prior to the expiration of the relevant Meeting’s Permit.

Reason: There are varying opinions (between Officials) as to whether the present Rule 7.14 applies to Officials as well as competitors. The addition of rule 7.14(b) will clarify this.

As Officials may not be made aware of a situation until after the expiration of the time limits, as stated in present Rue 7.14, we feel that more time should be made available for Officials to conduct their enquiries and raise the appropriate paperwork.

Yours in Karting,

Brian Sparrow
National Officials Co-ordinator

Note: Refer to addendum # 27



Track Committee

Recommendations from the 2008 Track Committee Conference

Item 1 (AKA Qld Item 5)

Start Grid and Weigh In.

18.13.1 (a)(Current): Must be large enough to accommodate the maximum number of starters permitted on the track.

Proposed Amendment

18.13.1 (a) Must be large enough to accommodate the maximum number of starters permitted on the track, with provision in all grid positions for the use of external starters.

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. Maybe something along the lines of the formation that is typically used for Junior Intercontinental A could be an answer.

Action:

After discussion the committee is NOT in favour by unanimous decision.

Comments: Suggest realign grid by reducing 1.6mtr gap to 1mt on left side giving 1.6mt spare in centre. Also refer to Rule 4.20 Grid Marshall must control Karts.

Item 2 (VKA Track Item 1)

AKA needs to put in place criteria to suit the requirements for clubs wishing to use lights at flag points or have currently them installed

Maybe need to look at:

- Lights on the outside of the circuit
- Flashing lights so that they can be seen by stewards and competitors 360 degrees visibility
- Do we need a person at the lights or not.

Action:

Refer to Item 4.

Item 3 (AKA SA Item 15)

Rule 18.10.4 Fire Extinguishers

Entrants may be required to supply an approved filled fire extinguisher in their paddock space, but the presence of such extinguisher shall not relieve the organisers of the obligation to supply adequate fire fighting equipment for the circuit as a whole.

Change rule to read;

Entrants **are** required to supply an approved filled fire extinguisher in their paddock space, but the presence of such extinguisher shall not relieve the organisers of the obligation to supply adequate fire fighting equipment for the circuit as a whole.

Action:

After discussion the committee is NOT in favour by unanimous decision.

ITEM LOST

Item 4 (AKA SA Item 16)

Rule 15.19 relates to light signals replacing flag marshals. A minimum specification needs to be written to explain what is required and included in Chapter 18.

The minimum requirement for a flashing amber light to replace a flag marshal must be a 150mm diameter “traffic light” mounted no more than 1.5 metres high, 10 metres from the edge of the track where possible, facing the direction of travel and in line with the race line and apex of the corner it is to protect. Flashing lights must be independently switched from a central point. Lights that cannot be seen from any point around a circuit are required to have a flashing light mounted on top as well. All cabling must be either underground or around fence lines, and must comply with the relevant electrical code.

Action:

Committee NOT in favour, rule to remain as is. After further discussion, the following amendment is proposed.

Amendment to Rule 18.11.3 Track

New point:

(h) The minimum requirement for flashing light to replace a flag marshall must be a 150mm diameter light mounted no more than 2mtrs high. Flashing lights must be independently switched from a central point. All lights are required to have a flashing light mounted on top. All cabling must be either underground or around fence lines and must comply with the relevant

electrical code. Position and construction of lights to be decided in consultation with State Track Inspector.

Item 5 (AKA SA Item 17)

Chapter 24, Noise Control. New wording to explain placement of microphone required.

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.

Rule needs to be amended to read;

The microphone is to be located a maximum of 10 metres from the outside edge of the track, 1.2 metres from the ground and facing towards the track. The microphone must be free from “solid objects” that are able to ricochet sound.

The CAMS manual recommends 30m from the edge of the track and between 1 and 2 metres high.

Action:

Committee in favour.

Item 6 (AKAWA Item 1)

Chapter 18.09 2 (a)

Materials usable are locally available, appropriate material.

Reason - Currently too restrictive for some clubs to obtain material as set out in AKA Manual.

Action:

Amendment to Rule 18.09.2(a) Part iii

Reword to read as follows:

(iii) If either material is not available, then a locally available suitable non-compactable material may be used as approved by State Track Inspector in consultation with National Track Safety Coordinator.

UNANIMOUS

Additional Item:

Agenda Item for August Conference

Speedway

Rule 48.01 Track Layout

Addition to read as follows:

The track layout and conditions of Speedway circuits will be as agreed and approved by the State Speedway Track Inspector and relevant Government departments.

Any new tracks, or major alterations to an existing track, must be submitted to the State Office for all necessary inspections and approvals. **All tracks to be minimum 8mtrs wide throughout.**

Committee Item:

The committee approved the proposed track extensions for the Karratha circuit in West Australia – noted NKC exemption to 7mtr run off area granted.

GM2 General Business

Executive Item

Recommend all States should be reimbursed for all official's training, including technical and reimbursement of official's clothing

NT Item

Allow the use of Ethanol blended fuel up to 10%

Reason: Straight fuel is getting harder to get.

2009 Nationals Update/ Entry Fee approval

Pam Arnett to discuss

Attachment No.3

2009 AKA National Calendar - Approval

Date	Event	Club / Town	State
6/7/8 February	Victorian Open State Championships	Club: Eastern Lions Venue: Puckapunyal	VIC
March	AKA 47th National Sprint Kart Championships	Club: Townsville Kart Club Venue:	QLD
June	Northern Territory State Championships	Club: Darwin Venue: Berrimah	NT
21/22 June	AKA COMMITTEE CONFERENCES	Location: Sydney	NSW
3/4/5 July	Queensland State Bitumen Championships	Club: Cooloola Coast Kart Club Venue: Gympie Gold Track	QLD
21/22/23 Aug	AKA AGM/GENERAL MEETING	Location: Queensland	
Sept	National Formula Rotax Championships	Club: Venue:	
Aug	NSW State Non Bitumen Championships	Club: Venue:	NSW
2/3/4 Oct	NSW State Championships	Club: Sydney Kart Racing Club Venue:	NSW
2/3/4/ Oct	Western Australia State Championships	Club: Karratha Kart Club Venue:	WA
Oct	Tasmanian State Championships	Club: Circular Head Kart Club Venue: Briant Park Kart Complex	TAS
28/29 Nov	South Australian Open Sprint Championships	Club: Barossa Go Kart Club Venue: Robinson Park, Nuriootpa	SA

2011 AKA Nationals WA
(Document attached)
Attachment No.4

Appeals – Reword Chapter 8
Pam Arnett to discuss

Plastic Card Report
Possible selection of timing company for voting
Max Laybutt to discuss

NSW Item

Motion: To remove the \$1.50 Governance Levy & the \$0.50 National Track Fund Levy from each entry received at race meetings.

Reason: This will save State Associations adding more levies to survive past and future cost increases as these funds are now well enough funded.

NSW Item

Motion: The Pink Plate which is issued to the winners of the Breast Cancer Foundation Ladies only competition held at Combined Districts Kart Club (and any other club that may become involved) in January each year be recognised and accepted at any race meeting nationally.

Reason: This is an event which has to go through comprehensive accreditation before the logos of the Breast Cancer Foundation allow the use of their logos to promote the relationship between them and the AKA are allowed. This is a very good initiative by the club to enhance the sports relationships with the general community and by their fund raising activities are now nationally recognised.

Levitt Robinson Solicitors
AKA Qld ban on James Kovacic
(Document attached)
Attachment No.5

Outstanding Items (from June NKC Mtg)

NT Item

White paper on reimbursement of expenses incurred by individuals in testing to be presented.

Midget discussion

Governance

Delegates requested to go back to their State to rediscuss and bring back view for further discussions.

IKD Item

New Cylinder (Snr Max)
(Document attached)
Attachment No. 6

IKD Item

Extension request for JMAX Experimental Status
(Document attached)

Attachment No.7

IKD Item
Changes to Formula JMA cylinder
(Document attached)
Attachment No.8

IKD Item
Formula JMA promoter recognition
(Document attached)
Attachment No.9

IKD Item
Formula JMA – Tyres (JMAX to Mojo)
(Document attached)
Attachment No.10