

Australian Karting Association Inc

Historical Committee

MINUTES

**Saturday 13TH & Sunday 14TH
JULY 2013**



Venue: Rendezvous Grand Hotel, MELBOURNE VIC.
328 Flinders Street VIC 3000
Date: Saturday 13th & Sunday 14th July 2013

Request change of definition. Remove reference to timing.

Competition

Any race, test, time trial, speed event or combination of the aforesaid in which a Kart may participate and which has a competitive nature or is given a competitive nature by the publication of results. Competitions may be International, National or State. State Competitions may moreover be either OPEN or CLOSED. An OPEN Competition is one in which the entry is permitted of any person holding a Sprint Kart Licence as hereinafter described. CLOSED Competitions are those which are confined to the members of the Club, Clubs or State organising the competition.

CHAPTER 47

VINTAGE KARTING

The Class of Vintage and Historic Karting is providing an avenue for the demonstration and preservation of Karting History. A Vintage Kart is as defined in the AKA approved regulations of the **National Vintage Committee (NVC)** from the AKA or directly from the **State Vintage Clubs** (address as listed in this manual)

Reason for change: Reflect the change in structure from one state body issuing logbooks to National Vintage Committee (NVC) issuing logbooks.

47.01 Licences

1. The minimum licence requirement for Vintage Karting is an AKA V licence
2. Any suitably – endorsed AKA sanctioned Senior Licence is acceptable.
3. All licences issued shall comply with the applicable rules in Chapter 13 of the AKA Manual.

47.02 Application for Vintage Licence (V Licence)

1. The licence application must be accompanied by two current passport-type photographs (jpeg electronic format preferred) and the relevant fee.
2. Applicants for a new licence or renewal of an existing licence must be a member of an AKA affiliated Club as per chapter 13 and must remain a financial club member during the licence period.
3. Applicants must meet the relevant age requirements of the state in which they apply for a licence. Junior drivers that hold a 'B' grade or higher licence are permitted to drive a Vintage/Historic kart of a maximum capacity of 100cc.
4. Applicants aged 75 years or over must supply a copy of a current AKA Medical Certificate with their licence application, and every two (2) years thereafter when renewing their licence.
5. This certificate must refer to an examination within the three months prior to the application.
6. All applications are made through the relevant State body as per chapter 13.
7. As a minimum training requirement, applicants must complete a Flag Questionnaire and attend an AKA Safety Training Lecture.

47.03 Kart Registration

1. Vintage Kart Registration is granted by the **NVC (NVC Registrar)**. All Karts must be registered with the **NVC** and show their registration plate to be eligible for Practice and Demonstration on AKA tracks.
2. Once registered, a Kart will be issued with a registration sticker This is to be presentable at all times as proof of registration. Contact your **State Vintage Secretary** for registration. The owner of a Vintage Kart must be a member of a **State affiliated Vintage Club** before applying for registration.
3. Once registered, a Kart will be issued a log book as per clause 47.04.1.
4. Kart registration only remains valid whilst the owner remains a member of a State approved **Vintage** Kart Club.
5. The **NVC** issues yearly stickers displaying the year of registration.
6. Yearly stickers must be attached to the registered kart.
7. To be eligible for registration, a kart must be original, an original restoration or a faithful replica. Three photographs (front, side and rear) must accompany the registration application.
8. The kart can only be driven on any AKA facility if specifications and appearance match the issued log book.

Reason for change: Reflect the change in structure from one state body issuing logbooks to National Vintage Committee (NVC) issuing logbooks.

47.04 Kart Log Book

1. All Vintage Karts must be accompanied by a **NVC** – issued Log Book. This log book is to be available as proof of registration for scrutineering and operation on an AKA track.
2. Log Books will be issued by the **NVC** upon completion of Registration.
3. The Log Book will clearly identifies the Kart, including the registration number and records the Model, Year and Relevant Class or Classes of the Kart.
4. The log book must contain at least 3 photo's showing front, rear and side views of the kart. Photos must be clear enough to identify the features of the kart.
5. Any alterations to the kart should be in keeping with the original log book specifications. In the case of motor substitution, the alternate motor must be **compliant** with the era listed in the log book.
6. When a Vintage kart changes ownership the current logbook is transferred to the new member for registration with the **NVC**.

Reason for change: Reflect the change in structure from one state body issuing logbooks to National Vintage Committee (NVC) issuing logbooks.

47.05 Vintage Demonstration

1. An Organising Club is to submit an application to the relevant state body for conducting a vintage demonstration. The organising club to submit the supplementary regulations, clearly identifying “for Vintage Demonstration “ to the relevant state office for approval and race permit issue.
2. All Drivers must be AKA licensed in accordance with 47.02.
3. Drivers who have no previous kart-driving experience must start at the rear of any field.
4. Chapter 14 to apply or period-correct clothing including helmets **may** be worn.
5. Licensed Drivers (47.01), with registered Karts (47.03) can participate in Vintage Practice on AKA approved Tracks. Refer to rule 13.20 (d).
6. Fastest karts to front, slowest to rear, in their class when leaving grid. Karts must grid up for 3 parade laps – Karts wishing to show their full potential must do so in a safe manner. There will be no over taking at high speed. Kart will not race each other and be no closer than 2 meters apart. If during a demonstration **a driver** is found to be driving in a Dangerous manner **as judged by** the stewards /Clerk of Course of meeting **the driver** will be given a black and white diagonal flag as per 15.14, this will be the first warning **prior to a black flag being shown. If a black is given, the driver MUST** return to the in Grid within the lap it is shown and you will be excluded from any further demonstration/s at that meeting. The Stewards/Clerk of Course will be Judges of fact (this is only for Kart demonstrations)
7. Demonstration – the number of karts on the circuit will be 50% of the tracks licenced capacity. Stewards of the day.
8. Vintage Demonstration Options
 - a.) Single-kart demonstration
 - b.) Multi-kart demonstration
 - c.) Regularity (DEFINITION: A Regularity is an event where each participant nominates a lap time which they intend to match over a series of laps. Penalty points are applied for variations from the nominated lap time)
 - d.) Racing of vintage karts is strictly forbidden.
9. Use of Official Timing is optional at Vintage Demonstration.
Reason: Deleted 47.05 (3) Not strictly applicable to Vintage.
Reason: 47.05 (6) More enforceable.
Reason: Deleted 47.05 (7) Vintage karts do not race
Reason: Added 47.05 (8) Definition of demonstration structure
Reason: Added 47.05 (9) Required for Regularity

47.06 Scrutineering

1. All Vintage/Historic karts to be self scrutineered at AKA permitted meetings.
2. Log books for Vintage/Historic karts must be carried at all times and be made available for inspection by the relevant AKA Official when requested at AKA Meetings.

47.07 Recognised Classes

1. Pre 1963: Historic
2. 1963 – 1969: Vintage
3. 1970 – 1980: Classic (pre side pod karts)
4. 1981 – 1991: Post-Classic Kart
5. 1992 onwards: Modern Classic Kart. To be eligible, a kart and or engine class must have been removed from the general AKA manual for a minimum of 15 years after 1991.
6. Super engine – 130/200cc Rotary & Reed. Karts must be pre – side pods with 1991 or earlier model engine(s) fitted. 200 Australian Karting Association Inc
7. Karts of Historical significance, with accompanying justification to be considered for acceptance by the NVC Registrar.

TYRES:

Tyres shall be the same size, profile and equivalent compound as originally raced. Tyres for all classes will be as provided for in the relevant AKA manual for the year of the kart. For classic, Post Classic, Modern Classic and 200 super classes the default tyre shall be of SL type.

Reason: 47.07 (1) Tidy up, to include 1962

Reason: 47.07 (6) Tidy up

Reason: 47.07 (7) A catchall rule to for karts that do not comply to 47.07(1) to 47.7(6)

47.08 Starting Karts by Push Kart or Quad Bikes

- a) Drivers/riders to be 18 years or over
- b) Safety vests to be worn at all times
- c) Helmets to be worn at all times
- d) Appropriate footwear to be worn at all time (e.g. Boots/Shoes)
- e) All drivers/riders to be briefed by Clerk of Course on rules and safety prior to Drivers Briefing
- f) Drivers/riders to have signed waiver document
- g) To be used in conjunction with local club rules and at the direction of the Clerk of Course.

Reason: 47.08 Assist starting karts and reduce risk of injury

AUSTRALIAN KARTING ASSOCIATION SUPPLEMENTARY REGULATIONS

These regulations may be contained within the supplementary regulation for any general race meeting or issued as a separate document, but in either case must be approved by the AKA State Body in which the event is to be held.

1. Organisers

Insert here the name and address and phone numbers of the organising club.

2. Date and Place of Meeting

Insert the date(s) of the meeting and the name and address of the circuit. At some circuits it may also be necessary to specify the specific track to be used and the direction of racing.

3. Vintage Scrutineer/s / appointed official

At all meetings at least one suitably – qualified VHKA – appointed official will be nominated to assist the general meeting officials with scrutineering and while karts are in operation.

4. Timetable

Close of entry

Scrutineering

Official demonstration only

Separate Vintage Kart Drivers Briefing

5. Insurance - Insurance has been affected for this meeting in accordance with Chapter 3.