Australian Karting Association Inc

# NATIONAL KARTING COUNCIL GENERAL MEETING AGENDA

## Friday 16th Saturday 17th & Sunday 18th AUGUST 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
Date: Friday 16th , Saturday 13th & Sunday 14th August 2013

Starting time:

1. Opening remarks by the President/Chairman – Chairman Craig Denton.
2. Meeting to be open to Observers
3. Minute procedure – acceptance of digital recorder as an
4. Accept minutes from the previous meeting.
5. Business arising from minutes
6. Pecuniary Interests declared
7. Apologies:
8. Coordinators/Exec to give a five minute update on their area and discuss any additional items.
9. Board Update
10. Treasurers Report

Action Items:

1. VKA Letter - Complaint against AKA official Chris Robinson.
2. NKC request apology letter – Nathan Burgess
3. Kids in Karting. – KIDS committee
4. Drugs in sport – Officials coordinator
5. Comer Cover colour and the slot to fit the CHT sensor. Gary to liaise with Les
6. Live credit cards.
7. Hire karts and reference being made to the Australian Standards.

Australian Karting Association Inc

# Administration Committee

## Friday 16th Saturday 17th & Sunday 18th AUGUST 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
Date: Friday 16th , Saturday 13th & Sunday 14th August 2013

## ADMINISTRATION ITEMS:

**WA ITEM 1**
Rule 13.11
Responsibilities
Insert "/herself " after "himself".

Recommendation to alter the rule.

WA Item 2
Rule 20.10
Delete both Leopard classes and replace with TAG 125 Light and Heavy.

**Reason:** This would provide the opportunity for a greater number of entries than just Leopard alone and subjectively, add more interest to the event. This obviously would apply to State Kart Championships also."

Recommended to alter rule 20.27.
To allow states freedom to choose classes for State championship up to 15 classes.

**VIC Item 3. 2014 AKA Nationals:**
Add to classes:
Tag 125 Light and Tag 125 Heavy into the class list.

Recommended to be included.

**VIC Item 4 .Chapter 9**
Current rule:
Rule 9.05 Location and arrangements:
A suitable room, with adequate space and seating for the tribunals, the parties and witnesses, and preferably in a neutral venue should be selected. The bench should be at one end, flanked at right angles by tables for each party with a chair at least for witnesses in front of the bench.

Delete sentence:
The bench should be at one end, flanked at right angles by tables for each party with a chair at least for witnesses in front of the bench.

New Rule:
A suitable room, with adequate space and seating for the tribunals, the parties and witnesses, and preferably in a neutral venue should be selected.

Reason: Most tribunal/s are held in a board room and not able to achieve the above seating arrangements.

Addendum has been issued for this.

**VIC Item 5.** Tribunal penalties. Discussion in regards to when they start etc.

Policy required for tribunes so this may bring consistency throughout Australia.

**VIC Item 6. Grade 3 & 4 stewards** – an appropriate Official Polo shirt that they should be able to wear at meetings so there is no them and us image???
Maybe the states could get together and get a polo shirt produced (not as fancy as the current AKA shirts) and get them made cheaply for distribution and paid by the state or AKA.

Recommended – States to forward the numbers to investigate the cost of polo shirts.

**KartingNSW Item 7**
There is a discrepancy in the Standard Medical Clearance and the Over 60's Medical. Once allows competitors to compete and practice who are colour blind and the other doesn't.

Standard Medical Clearance Questions for driving licence holders
"Is your eyesight impaired for distance vision to such an extent that it cannot be corrected?"

Over 60's Medical Clearance
"COLOURVISION Must be able to identify all primary colours."

Recommended that this be forwarded to Transwest for clarification and also if the insurance covers Colour vision.

**KartingNSW Item 8** Vintage and Social Licences
Discussion on the possibility of Social and Vintage licences (essentially non-competition) being rationalised into one.

Recommended leave for States to sort out.

**KartingNSW Item 9 - Pit Crew Licences**
When competitors renew their pit crew pass online there isn't a facility to view and accept the waiver, or terms and conditions. Nor is there a declaration for a medical disclosure.

There isn't a facility to apply for a new pit crew pass online.
Also, we believe thy should have to print out a signature page when they apply for their first pit crew pass, so their first signature can be kept on record by the States (same as a competition licence).

Recommended that the pit crew wavier form be looked at by the Insurance to check on whether pit crew need to complete a medical disclosure.

To be listed as a high priority on the CMS once clarification has been sort.

**KartingNSW Item10 – Admin – Email Merge Using CMS**
Currently there is a memory issue with the CMS. When a State tries to send an email merge to all karters or officials it slows the system down and the other states, clubs and licence holders are unable to use the CMS. Also we are unable to send out an email merge in one go, we have to break the clubs down to 5 groups, which means a lot more work and time.
The email merge utilizes Outlook Express. If all State Secretaries have access to Outlook the system should be changed over as this would also save time.

Recommend that CM:S be modified to allow this to happen.

**Karting NSW Item 11**— Discussion on Outstanding CMS Issues

**KartingNSW Item 12** – Vintage and Social Licences
Discussion on the possibility of Social and Vintage licences (essentially non-competition) being rationalised into one.

Discussed

**KartingNSW Item 13** – Endorsements for TEKA
Delete last sentence of rule 13.15.4(a) so that TEKA drivers only require 6 endorsements to upgrade to Grade B, the same as other karters.

Recommend

**KartingNSW Item 14 –** Licence Insurance - Cadet/Rookie/Junior/Pensioners
Explanation on breakdown on claim eligibility. Is it the insurance component of licences the same for Seniors.

Recommended that this be dealt with by AKA National by KartingNSW

**Karting QLD Item 15 : CM:S Items**

A) Pit Crew applications need acceptance of a waiver. Not currently asked for. Ongoing
B) Change "Junior Clubman, Junior Max and Junior Performance" to all be "Junior Performance" – easier to understand for endorsements. To be Junior Club/Max/Per. To be changed in the CMs system.
C) Requirement for "Flag Marshall" endorsements to be entered on Race Day. Needs to be done.
D) Approval for race day enhancements already documented and prioritised but still outstanding. Needs to be done
E) Approval for the rest of State Secretary Functions detailed but not completed. Needs to be done.
F) Status of Credit Card processing for Licences and Race Entries.

Come back with wording for the endorsements for the high performance classes for juniors.

C,D,E,F need to be completed prior to the new AKA Board Director.

Change Chapter 37 to read Tag restricted 125.

**Karting QLD 16 : Rule 1.07 Organising Permit; Necessary Permission and Approval.**

No competition shall be held under these rules unless the AKA or the SKC has signified its approval by granting an Organising Permit, with or without a Permit Fee, or the competition is of a kind in respect of which the AKA or SKC may attach conditions to the granting of a Permit or decline to grant or may withdraw a Permit without stating a reason.

Every application for an AKA Race Permit shall be made electronically via the AKA Competition Management System (CM:S), complete with attached supplementary regulations. It must be lodged with the Secretary of a SKC at least one month before the proposed meeting, to ensure that SR's are approved and ready to be posted on States website prior to accepting meeting in CM:S.

REASON

At present race meetings are open to acceptance of entries prior to Supplementary regulations being approved. Establish a nationally based timeframe for Supplementary Regulations to be posted onto their States website (3weeks?) Establish a minimum timeframe for changes to SR's i.e. such as change of Officials/classes available/ laps etc Establish a timeframe for raising Addendums and posting changes to website (suggest Tuesday or Wednesday prior)

This would give a nationally recognised timeline, making it easier for competitors (interstate and intrastate) to follow and understand changes of they occur, State Secretaries and clubs to follow.

At present every State is different and even within a state, requirements change without notice.

Not recommended.

**TAS Item 17: CM:S Discussion item**

Make more user friendly to allow for race format changes along with changes during the race meeting- eg. Feature classes may have more laps or extra heat(s), handicap race etc. compared to support classes.

Covered

**TAS Item 18 CM:S Discussion item: Search Options/Facilities**

Request for a more detailed 'Advanced Search for Person' options in CMS where we could choose Sen Nat, Sen Club, TAG 125, etc. instead of just Senior, for example, in the 'Grade, Class, Preferred class:' boxes. This would help in removing race numbers where the driver's licence has expired over 3 months and I want to re-use the numbers. I could pinpoint the exact class to do this if these details existed in the boxes.

Recommended that this is done. Time limit of expiry needs to be altered to 12 months.

**TAS Item 19** –
Procedure Discussion item : international licence Procedure
The steps for applying for an international licence either placed in the kart manual or for National Office to officially document the procedure and provide this to all licencing officers nationwide.

Recommendation this to be done immediately.

**TAS Item 20. Rule 13.18**
For practice and training purposes to allow for senior accredited driver trainers to be on track at same time as a junior for one on one tuition.

Not recommended

**TAS Item 21 Discussion Item**
That a new committee is set up for these conferences for Finance, where the State Treasurers attend. If Historics can be added so then can add one of the most important areas affecting how we run our sport.. We feel that all the financial areas that affect our sport and the administration of that sport needs to be open and discussed with the Treasurers in a reasonable amount of time in a conference setting just as we do for all the other areas.
This will also allow our Treasurers to have a say on how the decisions made have a positive/negative effect to each state's finances and resources given the size of that's states membership
etc. Ie Credit cards, website costs, Fees , levies, development/ training and all the extra administration costs to the States not just the Karters etc

Refer to the AKA Board of Directors

**KartingNSW Item 22 - Major Events Guide**
Recommend that this document be adopted Nationally (Karting NSW Policy and appendix 1 – 11 attached).

Recommended to be accessible to all State to use but not compulsory.

**KartingNSW Item 23 – WH&S**
W, H & S document to be adopted Nationally (Karting NSW booklet attached).

Recommended to be accessible to all State to use but not compulsory.

**KartingNSW Item 24.** K**arting Expo : Discussion Paper**
The following paper is prepared for the discussion , contribution , addition or deletion of the following ideas in the interest of promotion and enhancement to SHOWCASE the sport in a major EVENT by every sector involved in Karting .

Title : Karting Expo or
Australian Karting Show or
Motorsport Careers Day or similar

Venue : Suitable Kart Tracks eg . Eastern Creek Complex using all Facilities including Public Hire Karts During the EXPO

Frequency : Rotational . Depending on success of the first event . Perhaps only once every 2 to 3 years per state ?

Invitees :
National Office
State Office / s
All Clubs and Venue Club
Host Club of the next Australian Title
All Karting Media and Marketing
ARDC / Cams / FIA rep / CIK rep
Police Media and road safety committees
Speedway Australia / ANDRA / Motorcycling
V8 Supercar / Formula Ford / Formula Vee and similar
All Local High Schools / Vocational Guidance
Local Primary Schools
TAFE Motorsport and allied courses
University Engineering Depts.
Local Radio and Television eg. Sunrise Program 7
Local and Metro Newspapers
Local Minister / Mayor / Councilors
All Karting Industry : Manufacturers / Importers / Retailers
All Karting Ancilliary Suppliers and Services

Displays and Demonstrations by :
CIK Competitors in all classes Static and on Track
Pro Tour Competitors in all classes
KIDS Karts
Cadets Rookies and Juniors in all Classes
Senior Karters in ALL Classes
TEKA and Endurance Karters
Speedway Karters in all Classes
Vintage Karters ( Old Farts Only )
Industry Displays : Explained Further
Local SWAP MEET for all types of Karting equipment
Cams Superkart clubs

CONCEPT :
Using a planned date that coincides with say the last day of school prior to school holidays AND THAT WEEKEND all Karting Industry Participants have ready on show all their goods and services for demonstration to the general public with a target audience of new and potential Karters . Local High schools be invited to attend.

THEMES : A focus on driver education and safety.
A focus on motorsport career opportunities.
A focus on family sport.
A focus on engineering and trade skills.

Trade exhibits and bookings taken for test drives of Karts ( fees and track hire ? )
Displays of new kart models by manufacturers / importers
Trade sales of demonstration and show equipment
Sample bags and product information to be given to the public
Clubs , State and National office to display and sell product eg tools , restrictors , manuals , club memberships , licences , old rule books free etc.
Displays of say Fuel & Tyre testing , Engine dismantling , Kart maintenance , Junior development camps , Driver training camps , Ladies Day and special Events .
Tyre fitting competitions involving the public and competitors sponsored by tyre contractors. Celebrity Karters vs Public for charity ??
Helmet painting displays and prizes.
HUGE SWAP MEET on the weekend supporting the host club say $10 per vehicle
Coffee Vans and Kids amusements
Kart Trailer Manufacturers Displays and sales
Invitations and FREE passes to the next Australian Title by the host club
Magazine , Photographers , Publishers displays and sales
Hire karts running all day for the general public.
Displays of the latest technology and gadgets used in Karting and sales
Displays of the latest suits , helmets , safety gear etc and trade show specials !
Meet and photos with celebrity Karters eg Winterbottom , Whincup , etc .
Full working Karters Clinic
Displays by Trophy shops ( more to target clubs )
Police Radar Gun of Track Speed and Highway Patrol Car display
Speedway Australia Scholarship and awards for Karters
Speedway opportunities for Karters eg Legend cars / Sprintcars / Sedans etc
Karting Officials Training to prospective Flaggies / C of C / Stewards / Starters etc
Sponsorship Training by recognised experts.
Obviously there are lots more to add but you get the idea??

Recommendation to support the item.

WA Item 26
A chapter for KZ2 to be put into the karting manual.

They wish to run their own state championship outside CIK.

Recommendation that this be dealt with by the state as it is a State issue and also to go to the CIK committee.

NSW Item 27
AKA Officials cap to be named “Official” not Clerk of Course or Steward.

Recommended

**Item 28**

**CM:S UPDATES – High Priority**

- Class specific when entering – Cadets, Rookies etc they cannot enter these classes unless licence stated on their licence.

- All state secretaries are given access to their states statics and figures.

Item 29
AKA NATIONALS 2015 - Submission from AKATAS.

Item 30 – AKA National Calendar approval.

2014 AKA National Calendar – Draft

| Date | Event | Club / Town | State |
|---|---|---|---|
| January | National Officials conference | TBA | TBA |
| 22/23rd. February | Stars of Karting (CIK) Rd 1 | Host Club: Ipswich Kart Club<br>Venue: Ipswich | QLD |
| 7/8/9th March | Victorian Open State Championships | Host Club: Oakleigh<br>Venue: Ryan's Road Clayton | VIC |
| 18/19/20/ 21 April | **AKA 52nd National Sprint Kart Championships** | Host Club: Newcastle Kart Racing Club<br>Venue: Newcastle. | NSW |
| 3/4th May | Stars of Karting (CIK) Rd 2 | Host Club: Go Kart Club Of SA<br>Venue: Bolivar | SA |
| | Queensland State Dirt Championships | Host Club:<br>Venue: | QLD |
| 14/15th June | Stars of Karting (CIK) Rd 3 | Host Club:<br>Venue: | VIC |
| 4/5/6th July | Queensland State Open Championships | HostClub: Whitsunday Moto Sports Club<br>Venue: Whitsunday | QLD |
| 2/3rd August | Stars of Karting (CIK) Rd. 4 | Host Club: Eastern Creek Kart Club<br>Venue: Eastern Creek | NSW |
| 4/5/6/7th September | Rotax National Championships | Host Club: Ipswich Kart Club<br>Venue: Ipswich | QLD |
| 20/21st September | Stars of Karting (CIK) Rd. 5 | Host Club:<br>Venue: | VIC |
| 3/4/5th October | NSW State Open Sprint Championships | Host:<br>Venue: | NSW |
| 3/4/5th October | Western Australia State Open Championships | Host Club: Esperance Kart Club<br>Venue: Esperance | WA |
| 1/2/3rd November | South Australian State Open Championships | Host Club: Whyalla Kart Club<br>Venue: Whyalla | SA |
| 14/15/16th November | Tasmanian State Open Championships | Host Club: Southern Tasmanian Kart Club<br><br>Venue: Orielton | TAS |

Australian Karting Association Inc

# *Track Committee*

## Friday 16th, Saturday 17TH & Sunday 18TH August 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
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KartingNSW Item 1 – Track Item – Track Handbook
Recommend that this revised document be adopted Nationally (Karting NSW Policy attached
Discussion on Karting NSW Track Inspection Handbook. ME51 Australian Standards Committee in relation to safety barriers, kart design. Crash test on V8 tyres.
National accident statistics still not being forwarded to National Coordinator.

AKA Item 2 Review the N.S.W. Track manual for the possible adoption of the same as the national manual.
Carried over discussion from Item 1.
Training and accreditation for Track Inspectors.
Training for Club Track Inspectors.
Development of training programme.
Lack of understanding of consequences by clubs.
AKA Item 3: Hi Viz apparel.
Discussion when pushing out karts that have out grids close to the track should a Hi Viz apparel be worn?

Discussion.

That the Committee refer to Rule 17.12 (j).

AKA Item 4: Discussion on the Lightening meters in regards to type to suit all track lighting.
Equipment supplied to Track Inspectors as Standard. Light Meter, Measuring Wheel and Digital Camera.
Discussion in relation to the use of the light meter and types of light that is fit for purpose. That the variation of light is the problem.

Ammendments.
TRAC 1.10 Track Lighting
1.10, 3, a. No point of the track surface will measure less than 15 Lux to be placed in the Track Inspection Handbook.
Moved: WA Seconded: TAS.
For: NSW, VIC,SA,TAS,NT
Against: QLD.
Carried.

1.10. 3. e. No section of track surface will have its intensity of lighting vary by more than 20% over a 5 metre distance.
Moved: VIC
Seconded:QLD
Carried.

Delete section 1.10, 3, c & d from both Track Inspection Handbook and National Circuit Construction and Safety Standards.
Moved: WA
Seconded: TAS.
Carried.

AKA Item 5: Revisit the rules in relation to track lighting ( all karts are now fitted with transponders and the light requirements of the past may not be relevant today).
Covered by Item 4.
AKA Item 6: Control lights, such as Tracksa .We need to set the guide lines to standardise the use of these lights ( everyone seems to have different ideas).

TRAC 1.10 Control Lights (flashing Amber/Red/ Blue Lights)
The minimum requirements for lights shall be 150mm diameter incandescent or a minimum of 100 square centremeters of LED lighting mounted a maximum of 2 meters high. Blue and Amber lights shall be independently switched, red shall be full course. All lights shall be controlled from central point. All cabling must be either underground or around fence lines and must comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with State Track Inspector.
Moved: NT
Seconded:TAS
Carried.

AKA Item 7: AKA Insurance: Item not dealt with.
AKA Item 8: Plans for Horsham.
Discussion.
That the committee agree that this application is a major modification and Rule 1.05, 3, a & b apply. As such this application will only be approved in a clockwise direction. Flag point 5 to be moved to prior to entry onto main straight.

Item 9.
National Track Inspection Handbook

**Track Inspections**

1. The track Inspector who carries out the Track Inspection MUST endorse the Annual Track Licence.
2. Make inspections at the request of the Clubs, before any structural changes to the integrity of the track are made.
   Protocol: Club to State Office to Zone Track Inspector to State Track Inspector to National Track Coordinator for approval where required.
3. Club Track Safety Officers:

**The functions of Club Track Safety Officers are too:**

- Maintain track at all times in accordance with these regulations, including any variations as work orders by State Track Inspectors.
- Ensure that all work orders / logbook reports have been remedied before the next race meeting.
- Liaise with State Track Safety Inspector.

- Check communications – two way radios and Public address system are in proper working order.
- Check fire extinguishers for compliance.
- Check Track Lighting (if applicable) is in working order.
- Check all flags and Fire Extinguishers – condition and quantity.
- Check starting light for working order.
- To maintain compliance with W H & S regulations.

3a. **The Club Track Safety Officer or authorised representative must be present at the time of the annual track inspection by the Track Inspector.**

4. National Track Safety Committee

   This committee will comprise of:
   Chairperson – National Track Coordinator
   Members - State Track Inspectors.
   The committee will meet annually for training/regulatory updates
   Where an exemption to the existing regulations or a ruling is required, it is the duty of the Track Safety Committee to make such ruling or exemption in writing to the Board of Australian Karting Association Limited.

5. Critical Incident Procedure. (Any competitor/Pit Crew that is transported to hospital)
   a. The Chief Steward of the meeting shall contact the State Track Inspector immediately after the incident.
   b. The State Track Inspector will inform the National Track Coordinator of the incident.
   c. The incident will be investigated with a view to Track Safety and compliance. This investigation can be by either meeting or telephone hook up.
   d. The results of this investigation will be forwarded to the Board of Australian karting Association.
6. Event Classification/Inspection.

| | |
|---|---|
| CIK/National. | Final inspection 1 month prior. |
| State Open/Closed. | Final inspection 1 month prior |
| Promoted Series Events. | Final inspection 1 month prior Recommended) |
| Titled Events. | As requested by State Karting Council. (Recommended) |
| Open/Closed Club Events. | Annually. |

7. **Inspection Policy**

**7a. New /Altered tracks**

The inspection policy for new and altered tracks is to be in accordance with the National Circuit Construction and Safety Standards manual.

That extension or alterations to the racing surface must conform to the National Circuit Construction and Safety Standards manual.

**7b. Existing tracks approved prior to 01 January, 2014.**

Preamble:

The following are the regulations of the AKA for permanent bitumen and dirt surfaced Kart Tracks in Australia.

These regulations must be complied with for existing circuit.

The AKA Limited and the Track Safety Committee, reserve the right to vary these requirements at any time, with issues of safety being paramount. Other additional requirements as required by Local and State Governments and State Karting Councils may also be applied.

State Track Safety Inspectors:

State Track Safety Inspectors are responsible for ensuring compliance with the following regulations and must endorse the annual track permit for any given club.

The functions of Track Safety Inspectors are to;

- Make inspections annually prior to the existing track licence expiring.
- Make inspections at the request of the club through State Office.
- Make inspections if required, during a meeting (Only with approval of the State Track Inspector).
- Make recommendations to the Club on safety improvements in-line with Karting Australia guidelines.
- Communicate official information only to the respective club via their State Bodies (Rule A1).
- Prepare and sign the reports of the inspections and forward them to their respective state bodies or as may be appropriate.

Club Track Safety Officers:

The functions of Club Track Safety Officers are to;

- Maintain track at all times in accordance with these regulations, including any variations as work orders by State Track Inspectors.
- Ensure that all work orders / logbook reports have been remedied before the next race meeting.
- Liaise with State Track Safety Inspector through State Office.

DEFINITIONS:

Catch Traps:

An area of loose material designed to slow a kart, which has left the track surface, before it impacts a safety barrier or fence.

Circuits:

The area and all features, bounded by and including the perimeter safety fence and grids.

Complex:

The race complex in its entirety, including track, paddock, grids, buildings, spectators areas and vehicle parking.

Corner:

A change in direction of the track, in excess of 20 degrees, generally with a radius to the inside and outside edges.

Kerb:

A raised concrete barrier on the inside edge of a track corner, constructed to a specified profile, to deter karts from driving off the track.

Paddock:

An area set aside for the use by competitors for kart maintenance, repair and storage during the course of an event. Clubs may put in place access exclusions to the paddock for vehicles and the general public.

Parc Ferme:

A secure area adjacent the track and under the control of Officials. The general public is prohibited to enter this area and procedures may be put in place to restrict access by competitors and other persons.

Ripple Strip:

A profiled concrete strip on the outside edge of a track corner, constructed to a specified profile, to deter karts from driving off the track.

Run-off Area:

The area from the edge of the track to the first line of protection.

Safety Barrier:

An energy-absorbing barrier designed to protect a kart and driver from hitting a solid object or official.

Safety Catch Fence:

A fence structure used to safely restrain the forward movement of a kart that has left the track. It is of a higher standard than a safety fence.

Safety Fence:

A structure erected as a final defence to safety restrain the forward movement of a kart that has left the track. A circuit will have a safety fence for its full perimeter.

Security Fence:

A fence constructed to prevent the access of all persons to a secure area.

Spectator Fence:

A low profile fence constructed to restrict the access of all persons to a specified area.

Start Grid:

An area set aside from the paddock and track for the assembly of karts in race order prior to the start of a race. Access restrictions may apply.

Straight:

The section of track between two corners.

Track:

A permanent or temporary course being a surface normally defined by a single edge line, kerbs and ripple strips at each side of the course used for karting competitions.

Stands and Temporary Structures:

All spectator stands, viewing platforms and like structures whether of a temporary or permanent nature, must be approved by the appropriate statutory or regulatory body(ies) charged with the responsibility of approving such structures and thereafter be maintained and repaired so that such structures, at all times, remain in full and strict compliance with the approval conditions as they exist from time to time.

Weigh-In-Area:

An area set aside from the paddock and track for the assembly of karts at the end of a race prior to being weighed. Access restrictions shall apply.

TRAC 1.01 Refer to national Circuit Construction and Safety Manual.

TRAC 1.02 Refer to national Circuit Construction and Safety Manual.

TRAC 1.03 Track Density/Maximum Number of Starters:

| Track Length (Metres) | Track width at narrowest | | |
|---|---|---|---|
| | 6m | 7m | 8m |
| <500 | 20 | 22 | 24 |
| 500 - 625 | 22 | 24 | 26 |
| 626 - 750 | 24 | 26 | 28 |
| 751 - 875 | 28 | 30 | 32 |
| 876 - 1000 | 32 | 34 | 36 |
| > 1000 | NA | 38 | 40 |

Upon application to the State Track Inspector a Club may apply for an increase of a maximum of 4 karts to the density of their existing track. This will be approved on the basis that the out grid capacity and Ingrid capacity match the track density.

TRAC 1.04 Circuit Grading Criteria:

| GRADE | EVENT STATUS | CRITERIA |
|---|---|---|
| International | CIK/FIA International Events | Refer CIK/FIA Homologation Regulations |
| A | National Sprint Championships | Circuits to be a minimum length of 750 metres and a minimum width of 7 meters. Refer also to National Championships Organisers Manual. |
| B | State Open Sprint Championships (Bitumen) | Circuits to be a minimum length of 500 metres and a minimum width of 7 metres. |
| C | State Closed Sprint Titles (Bitumen) | Circuits to be a minimum length of 500 metres and a minimum width of 7 metres. |
| D | National and State Dirt Track Championships | Circuits to be a minimum length of 350 metres and a minimum width of 7 metres. |
| E | Any Open or Closed (non-championship) Race Meetings | Circuits to be a minimum length of 300 metres and a minimum width of 6 metres. |

TRAC 1.05 Track Dimensions:

1. Length

The maximum length of any sprint track will be 1.7km (except as approved by NKC). The line around a track used for determining its length will be the centre line.

2. Straight

The length of a straight will be measured from tangent points of the proceeding and following corners.

3. Start Straight

(a) All new tracks are to have a minimum distance of 50m from the start line to the start of the first corner and be a minimum length of 80m.

(b) The first corner must be as “open” as possible and a minimum width of 7m.

4. Track Width

(a) All new track straights over 80m in length are to be minimum width of eight (8) metres; elsewhere the minimum width will be 7 metres.

(b) For all existing tracks, all straights over 80m in length are to be minimum width of 7 metres; elsewhere the minimum width will be 6 metres.

(c) Track widths will be measured over the sealed bitumen surface, excluding any kerbs or ripple strips.

5. Separation

(a) The distance between high speed converging sections of track shall be a minimum of ten (10) metres, between track edges, on all new tracks and major alterations, unless the National Safety Committee approves a suitable alternative.

(b) All other sections of the track shall have a minimum of ten (10) metres separation, apart from the area around the internal radius of any corner.

6. Track Gradient

The recommended maximum longitudinal gradient will be 5% and recommended maximum transverse gradient will be 10%.

7. Vertical Clearance

There shall be no permanent or temporary objects within 2.4 metres vertically above the surface.

TRAC 1.06 Safety Features:

1. Surface

(a) The surface of Bitumen tracks will be sealed with Bitumen/concrete.

The surface of Dirt tracks may be Dirt/concrete/bitumen.

(b) The surface must be smooth and continuous and have sufficient fall to prevent formation of puddles in wet conditions (a minimum of 2.5% being recommended).

(c) Where practical, the track surface levels should follow the natural contours. Verges should be graded level with the track for a minimum distance of 5 metres from the track edge.

(d) Both edges of the track surface will be defined with a 100mm wide white line.

2. No Mans Land

(a) All tracks are to have a “no mans land” marked on the track immediately before the starting line.

(b) The marking will be located in the centre of the starting straight, a minimum of 200mm and a maximum of 800mm in width.

(c) The length of the markings will be as required by the State Track Inspector but will be a minimum of 25 metres from the start line.

3. Baulk Line

All tracks are to have a bright green coloured line painted across the ougrid lane a minimum of 5 metres back from the circuit edge (or appropriate to suit local conditions with approval of State Track Inspector).

4. Acceleration Line

All tracks will have a yellow line painted on the track, at 90 degrees to the track edge, 60 metres (or appropriate to suit local conditions with approval of State Track Inspector) prior to the start lights and /or Starting Point.

5. Start Line

A white line painted across the track at 90 degrees to the track edge, which may also be the finish line.

6. Finish Line

A white line painted across the track at 90 degrees to the track edge.

7. Breakdown Lane

(a) Where a mechanical breakdown lane is provided it shall be adjacent to the main track.

(b) There must be a chicane at the entry to the deceleration lane aimed at substantially reducing the speed of the karts entering the breakdown lane.

(c) The sealed width of the deceleration lane must be a minimum of 1.5 metres and a maximum of 2.5 metres.

(d) The sealed width of the stopping area of the breakdown lane must be a minimum of 3.0 metres and separate from the main track by a safety barrier.

8. Track edges, verges and run-off areas

(a) The track must be bordered all along its length on both sides by compact verges having an even surface.

(b) These verges must be free of debris or gravel and must normally be grass-covered over a minimum width of 1.0 metres

(c) The verges must be continuation of the transverse profile of the track, with no step between track edge and verge. Any horizontal transition must be very gradual and progressive.

(d) A run-off area is that section of ground between the verge and the first line of protection and unless otherwise specified must have the same basic characteristics as the verge, although it may be less stabilised. The run-off area must be graded to the verge. If there is a negative slope, this must not exceed 5% for a distance of 5 metres from the track edge; if there is a positive slope, this must not exceed 10% for a distance of 5 metres from the track edge, with a smooth transition from track to run-off are.

9. Corners

Kerbs must be laid on the inside of corners to prevent karts moving onto the inside verge of corners in normal racing.

10. Kerbs Outside

(a) Are to be “a maximum” 500 mm wide.

(b) The surface may be smooth or rippled.

(c) They will be sloped at a negative angle to the plane of the track and a maximum of 5 degrees.

11. Kerbs Inside

(a) Are to be a maximum of 500 mm wide.

(b) Their surface must form a positive angle to the plane of the track being a minimum of 15 degrees and maximum of 20 degrees (equivalent to 80mm to 110mm rise measured at the kerb extremity, for a 300mm wide kerb).

(c) As an approved alternative the current CIK/FIA kerb profile may be used.

(d) It is recommended that the drainage slots be inserted in inside kerbs.

(e) It is recommended that the face of the kerb be 25mm high reference the National Circuit Construction and Safety Standards Manual..

(f) The adjacent verge will be finished level with the top of the kerb.

TRAC 1.07 Locating Safety Structures:

The primary and optimal form of protection for karts is to ensure. suitable run off distances are provided between the edge of the track and any solid object. In general the minimum distance to a fence or barrier will be five (5) metres (or appropriate to suit local conditions with approval of State Track Inspector).

(a) Safety barriers and catch traps must be installed to prevent karts crossing in any area where two sections of track are close to each other and/or there is a possibility that karts may cross.

(b) Solid objects should be removed from the track area where possible. If this is not possible, then suitable run off distance and protection is required. Any structure or solid object of any type must have safety barriers and catch traps to protect competitors.

TRAC 1.08 Safety Structures:

1. Safety Barriers

Shall be designed to absorb the energy from impact with a kart and to rapidly decelerate an out of control kart with minimum damage to both kart and driver.

(a) Construction

(i) Tyre Barriers

Barriers constructed of similar **size automotive tyres** securely bound in vertical stacks and longitudinally in a manner that forms a flexible structure. The tyre wall shall be constructed so as curve away at the end of the barrier. Tyre barriers are constructed four tyres high by four bundles long, unless directed otherwise. With tyre barriers it is imperative that the tyres are bound together with strapping or synthetic rope (minimum 8mm rope) or bolted or TEK screwed. Washers will be used each side of the tyre wall. If TEK screws are used, a suitable "speed nut" must be fitted to the thread end. Bolt or screw threads shall not protrude from the outside face of the completed wall. The barriers are not attached to the ground so they can move freely when hit by a kart. Tyres must be in good condition and no external metal strapping is permitted.

(ii) Plastic Barrels

Plastic barrels may be used as a safety barrier around the track perimeter. **They cannot be used at flag points**. They may be used in other locations at the discretion of the State Track Inspector. The barrels must be parallel-sided plastic with minimum size of 600mm diameter x 900mm high. The barrels will have holes drilled in their bases to drain water. The barrels must be bolted together at the top and bottom, in-groups of five barrels. The barrels on the end of each group of five barrels must be filled with a maximum of 100mm of crushed stone as ballast. Each group of five barrels must be tied to the adjoining group with synthetic rope, minimum 8mm UV protected. They shall only be used in an upright position.

(iii) Alternatives – Safety barriers may be constructed of approved alternate material provided they meet the same performance criteria as listed above.

(iv) Commercial – Current alternative commercial barriers approved are; -Air fence kart inflatables -Air fence kart

(v) Separation – Safety barriers must be separated by a minimum of 300mm from any solid object or other safety structure.

(vi) Facings may be used to supply continuous belting face to safety barriers in the areas of frequent impact. Minimum height to be 500mm, minimum thickness 5mm.

(vii) Fixings

- Rope shall be durable synthetic of a minimum 8mm diameter UV protected.
- TEK screws will be a minimum of 4mm diameter with 25mm diameter washers each side of the fixing.
- Bolts will be a minimum of 4mm diameter with 25mm diameter washer each side of the fixing.
- Facings to be secured with minimum 6mm dome headed bolt with washers and nuts internally only, to be fixed on every second tyre row top and bottom.

(b) Locations

Safety barriers may be used in the following locations.

(i) For separation between sections of track.

(ii) In high speed run-off areas, as a line of defence before a safety fence.

(iii) For the protection of all trackside Officials posts including flag points, a double tyre barrier at right angles to the track will be constructed a minimum of four (4) tyres long by four (4) tyres high with a minimum height of 720mm with a 300mm separation all tyres to be bolted together as per 18.09.1(a)(i). Traffic side of tyre barrier to be painted different colour from all other tyres.

(iv) Where possible, safety barriers are to be a minimum of five (5) metres from the edge of the track and have verge and catch trap protection prior (or appropriate to suit local conditions with approval of State Track Inspector).

2. Catch Traps

Catch traps are an area of loose material designed to slow a kart, which has left the track surface, before it impacts a safety barrier or fence.

(a) Construction

(i) Catch traps will consist of a bed of woodchips a minimum of 2 metres wide by 300mm deep at the leading edge, the leading edge to be kept as near level with the track surface as possible. The height of the woodchip bed must remain constant throughout the width and length of the bed. The

woodchip will be raked regularly to maintain a loose consistency.

OR

(ii) A bed of gravel a minimum of two metres wide by 250mm deep set down 250 mm into the existing surface level so as to produce a level leading edge (In total 500mm deep). The stone to be used shall be either round river stone or clean crushed stone of a single size 5 – 10mm. On a regular basis, the surface of the trap is to be deeply raked up into ridges approximately 100mm deep and 200mm apart, along the direction of racing. A correct prepared gravel trap should be difficult to walk on.

(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.

(iv) In high-speed run-off areas the width of the trap will be increased to 4 metres.

(v) The catch trap must be graded to the verge or track surface. If there is a negative slope, this must not exceed 5% for a distance of 5 metres from the track edge; if there is a positive slope, this must not exceed 10% for a distance of 5 metres from the track edge, with a smooth transition from track to run-off area.

(b) Locations

(i) In front of fences in high-speed areas.

(ii) In all areas where deemed necessary by the State Track Inspector.

3. Safety Catch Fence

A catch fence is a last line of restraint in critical areas where a kart may otherwise be projected over a safety fence or crossing to another section of track. It will normally only be used on existing circuits. On new circuits and alterations to existing circuits, it is preferable to provide adequate run-off areas rather than to rely upon barriers to control karts.

(a) Construction

(i) A 50mm square x 2.5mm diameter chain wire fence with steel rails, or a heavy wire or cable along the top, and a heavy wire or cable along the bottom. Fencing shall be installed to manufactures recommendations.

(ii) A minimum height of 1.8 metres.

(b) Location

(i) A catch fence will normally be located in high speed run-off areas.

(ii) A catch fence will be located at the maximum distance possible from the outside edge of the track.

Internal safety catch fences to be removed.

4. Safety Fence

A safety fence is used to control the access of spectators and unauthorised persons into dangerous or controlled areas. All circuits will have a safety fence for the full perimeter of the track. Gates may be provided but these must be able to be locked. Gates must only swing inwards.

(a) Construction

(i) As a minimum a safety fence will be 1.15 metres high above the adjacent ground levels. It will be constructed from heavy galvanised wire with a 2.5mm high tensile tensioned top wire and a lower panel of 6/90/30 hinge joint fencing from 2.5mm wire. Fencing shall be installed to manufactures recommendations

(ii) The maximum spacing of posts will be three metres with corner braces and strainers as recommended by the manufacturer. Minimum post specification will be 75mm diameter CCA treated timber or 50mm NB galvanised steel posts and must be capped.

(iii) The wire mesh must be installed on the trackside of any

supporting posts.

(b) Location

(i) A safety fence will be located a minimum of 5 metres from the outside edge of the track.

5. Spectator Fence

A spectator fence is used to control the access of spectators and unauthorised persons into dangerous or controlled areas and to maintain a separation from safety or catch fence at all tracks.

(a) Construction

A spectator fence must be a minimum of 6/90/30 hinge joint fencing with 2.5mm wire, support posts at a maximum spacing of three metres, or must be a minimum of five (5) 2.5mm wire strands evenly spaced over the entire height, support posts at a maximum spacing of 3 metres. It will have a minimum height of 0.9 metres. A spectator fence is to have warning signs at 10m spacing's stating, "KEEP OUT _ PROHIBILTED AREA".

(b) Location

In all areas where spectators are allowed, a spectator fence will be installed, set back a minimum of 0.8 metres and a maximum 1.8 metres from any safety fence or safety catch fence.

6. Security Fence

At State or National events a fence erected to define and maintain a secure area such as parc ferme. It may be permanent or temporary. The fence will normally be 1.8 to 2.4 metres high chain wire supported on posts.

TRAC 1.09 Fire Extinguishers:

1. Fire Extinguishers are to be located at the following positions.

(a) At the weigh in scales and at least four other accessible points in the paddock area for meetings with up to 200 entrants plus one additional extinguisher for each 100 (or part thereof) entrants. For National Championships, fire extinguishers are to be located at the scales, start grid and four accessible points in the paddock area.

(b) At any fuel dispensing area (must have the appropriate approved fuel spillage kit), if in use.

(c) At any fuel testing area (must have the appropriate approved fuel spillage kit), if in use.

(d) At all flag points.

2. Fire extinguishers to be of a type suitable for flammable liquid fire and be non-hazardous to humans. Minimum 2.5kg and must have current certification tag.

3. Notices for fire extinguishers, 1000mm by 600mm, with lettering a minimum height of 180mm, are to be located with the bottom of the sign 2.5metres and a maximum of 3.5metres above the ground at all locations in the parc ferme/paddock area, exceptions being the scale area and the fuel dispensing and testing areas and these areas must have suitable signs displayed.

4. 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.

TRAC 1.10 Track Lighting:

1. Start Grid and Weigh Area

Must be such that no shadows are cast, which may be a danger to competitors and pit crews whilst starting or retrieving karts

2. Paddock

Must be adequate enough for competitors and pit crew to move around the paddock without endangering themselves by objects hidden in shadows.

3. Track

(a) No point of the track surface will measure less than 15 Lux.

(b) Track lighting is to be measured at ground level on the centre line of the track.

(c) No section of track surface will have its intensity of lighting vary by more than 20% over a 5 metre distance.

(d) No lighting source shall cause glare to drivers or officials.

(e) All new track lighting must be designed by a qualified person.

4. Emergency Track Lighting

Tracks will have emergency lighting. The emergency lighting will have an alternate source of power supply to that which powers the main track lighting. The emergency lighting will be permanently on during racing, The minimum number of lights will be one (1) light for every two hundred metres of track. Positioning of the lights will

be at the discretion of the State Track Inspector. Alternate power supply must comply to electrical authorities.

5. Control Lights (flashing Amber/Red/ Blue Lights)
The minimum requirements for lights shall be 150mm diameter incandescent or a minimum of 100 square centremeters of LED lighting mounted a maximum of 2 meters high. Blue and Amber lights shall be independently switched, red shall be full course. All lights shall be controlled from central point. All cabling must be either underground or around fence lines and must comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with State Track Inspector.

TRAC 1.11 Pit/Paddock Area:

1 The paddock must be clearly defined and fenced. Under most conditions the public are permitted in the paddock. All karts shall be accommodated within the paddock area. The paddock must be of sufficient area to cater for the maximum number of karts likely to attend a race meeting.
2 The paddock area surface is to be of a suitable material, graded and drained to maintain access during all weather conditions.
3 The access ways to paddock spaces are to be a minimum width of 3 metres.
4 A trade area is to be set aside, for exclusive use of Trade Vehicles that have prior arrangements with the Promoters.
5 The promoting club, in conjunction with the State Track Safety Inspector, will designate a safe area for the starting of kart engines. This area will be clearly marked and sign posted.
6 All circuits shall have a main notice board. This board is to have a map showing;

(a) emergency vehicle access routes
(b) fire extinguishers
(c) parc ferme boundary
(d) paddock boundary
(e) all track licence & Sport and Recreation licences
(f) kart engine starting area.
(g) evacuation plan & emergency phone numbers

The notice board will be located in close proximity to the Race Secretaries Office and will be used to display all official communications to competitors and race information. It is

recommended that the notice board be lockable and protected from the weather.

TRAC 1.12 Start Grid and Weigh In:

The entrance and exit to and from the track must be clearly defined "OUT" on the start grid and "IN" on the weigh grid. "Covered Footwear" signs past this point.

The direction of racing and practice is to be displayed by an all-weather arrow sign, the location of the sign is to be determined by State Track Inspector.

1. Start Grid Area

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

(b) The kart positions on the grid are to be clearly marked as per grid layout diagrams (i.e. Single/Double grid).

(c) The grid surface is to be smooth bitumen sealed or concrete and well maintained.

(d) The lane to the track must be fitted with a suitable gate of strength at least equivalent to the adjacent fence.

(e) The sealed width of the lane to the track must be a minimum of 5m and the width between safety structures must be a minimum of 7.5metre.

(f) The minimum grid surface width for a single grid is 7 metres.

(g) The minimum grid surface width for a double grid is 12.5 metres.

(h) As a minimum both sides of the start grid must be enclosed with a spectator fence spaced at a minimum of 7 metres to a maximum of 9 metres apart for a single grid and minimum of 12.5 metres to a maximum of 15 metres apart for a double grid.

(i) referring to double grid dimensions, if the minimum of 1.6 metres cannot be achieved it shall be referred back to the relevant State authority for approval of safety modifications.

2. Weigh In Area

(a) The weigh in area must be fenced to prevent entry of unauthorised personnel. As a minimum a safety fence will be used in State and National events.

(b) Scales are to be located at the end of the weigh in area away from the track.

(c) The surface is to be bitumen sealed or concrete and to be of sufficient area to accommodate the maximum grid capacity. (allow 4.0 m2 per kart)

(d) Access to the weigh in area will be by way of a deceleration lane. The sealed width of the deceleration lane must be a minimum of 1.5 m and a maximum of 2.5 m with an overall clear width of 3.0 m.

(e) The deceleration lane will include suitable bends or a tyre chicane 4 high by 4 long to slow the travel of karts. The weigh in area should be protected from an out of control kart by a catch trap or safety barrier.

(f) An entry lane to the deceleration lane may be painted on the track.

TRAC 1.13 Parc Ferme Area:

The parc ferme may include the start grid area, the weigh in area and the weigh scales, an area for impounding karts for technical checking and any tyre or fuel impound area. The parc ferme must be clearly defined and fenced and under most conditions the public are not permitted in the parc ferme. Appropriate spectator or security fences will define the parc ferme areas. No smoking is permitted in this area and this direction must be clearly signposted.

TRAC 1.14 Emergency Communication:

A telephone must be provided at all circuits. A mobile phone will suffice where reception can be achieved. Where telephone reception is not available, radio contact with emergency authorities must be in place during competition, practice, come and try days and working bees.

TRAC 1.15 First Aid Requirements:

These vary from State to State but there must be clear access for an ambulance and suitable areas set aside for first aid facilities. It is recommended that a medical room be established for use by first aid personnel and for the treatment and recovery of injured persons in private. (refer Rule 3.25 of the AKA Manual.)

TRAC 1.16 Stewards Meeting Room:

1 All circuits will have an enclosed facility for conducting Stewards hearings. The room should be weatherproof and provided with power. Artificial lighting must be provided.

2 A board in the Stewards' room to have a map showing;

(a) fire extinguisher locations
(b) parc ferme boundary
(c) paddock boundary
(d) evacuation plan & emergency phone numbers
(e) kart engine staring area
(f) sensor device area
(g) track map

TRAC 1.17 Control Tower:

It is recommended that control towers be adequately covered, closed and ventilated with access by way of an approved permanent stairway. This area is to be considered out of bounds except for essential race day Officials or their delegated messengers.

TRAC 1.18 Fuel Testing Facilities:

All buildings, including portable structures such as shipping containers, which are used for the purpose of fuel testing, must have adequate Fresh Air Ventilation System (flow through or

TRAC 1.19 Technical Inspection Area:

1 Enclosed and covered facilities with adequate lighting and suitable benches are to be provided for Engine Measuring and Fuel Testing.

2 An adequate secured area for the impounding of karts, tyres, fuel, etc. is required for all State and National Championships and other events as required by the AKA.

TRAC 1.20 Tyre Inflation:

Complexes that have a facility for fitting and inflating tyres must provide a safety cage (approved) and sign instructing the use thereof. Maximum outlet pressure for fitting, inflating and cleaning is 4 bar or 58 psi and air equipment tested annually.

TRAC 1.21 Sensor Devices:

Pick up / sender / sensor devices are not permitted inside the circuit safety fence unless in an approved designated area.

TRAC 1.22 Amenities:

1 Toilet and canteen facilities are to comply with Local Council regulations.
2 The design and maintenance of all facilities should be such to ensure that the safety of spectators and competitors is paramount.
3 Paths and trafficable surfaces should be even and non-slip.
4 Electrical and communication wires should be under ground or strung on poles and any hazardous areas isolated.
5 All new tracks must have a toilet that is accessible for disabled persons.

TRAC 1.23 Parking:

1 All circuits must have a designated parking area for competitors, officials and spectators.
2 All circuits must have a designated area, outside the fenced-in-track area, for the storage of track maintenance equipment and the parking of service vehicles.
3 All circuits must have a designated area for parking an ambulance and pick up vehicle/s. This area must be positioned so as not to cause a hazard for competitors or officials. If necessary, a safety barrier must be constructed.

TRAC 1.24 Official Signage:

Refer to the Karting Australia Track Safety Manual for details of official safety signage to be displayed at race complexes. Such signs should measure at least 1.8 metres x 1.2 metres in size and be a white background with the words WARNING in LARGE BOLD LETTERS, with the following words in LARGE BLACK TEXT

1 Waivers
WARNING:- Go-Kart racing is dangerous.
Spectators are reminded that motor racing is dangerous and accidents can happen. All care is taken to protect the public, but spectators are warned there is a possibility of an accident causing injury, death or property damage. By entry into the racing circuit , the spectator acknowledges that there is a degree of danger, and the promoter, clubs, corporations, organisations and persons having any connection with the promoting, organising or conduct of the event shall have no liability to the spectator except where due care and skill has not been exercised.

2 Practice restrictions

3 Direction of practice / racing
(Refer to TRAC 1.12 of these regulations)

4 Fire Extinguishers
(Refer to TRAC 1.09 of these regulations)

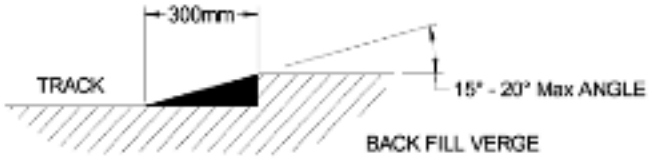
5 Requirement to sign Indemnity Form.

6 Recommendation covered footwear must be worn at all times (practice/race meeting) whilst in paddock area.

7. Enclosed Footwear must be worn on the outgrid/Ingrid at all times.

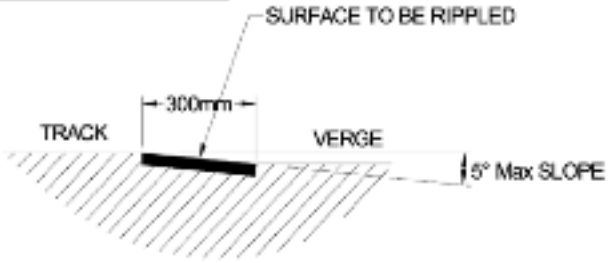
(2) Practice restrictions
(3) Direction of practice / racing
(Refer rule 18.13)
(4) Fire Extinguishers
(Refer rule 18.10)
(5) Requirement to sign Indemnity Form.
(6) Tyre Fitting
When fitting tyres a safety cage must be used.

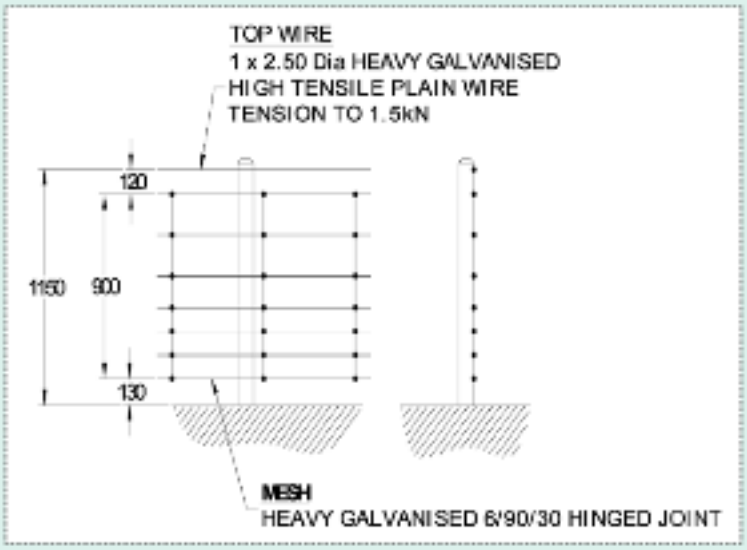
**KERBS - INSIDE**

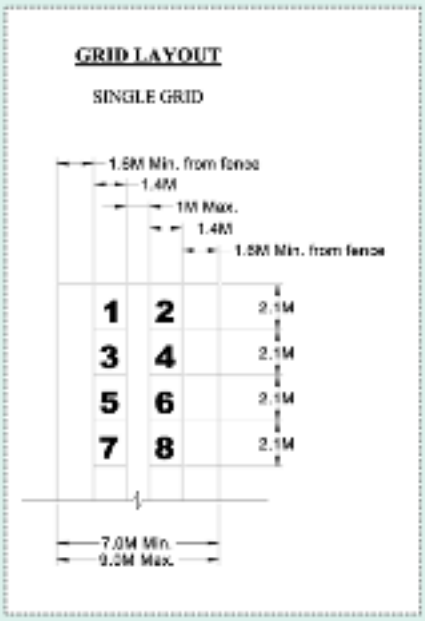


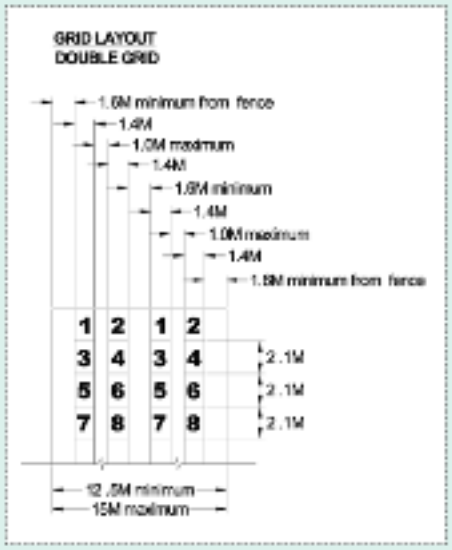

* Equivalent to 80mm to 110mm rise measured at the kerb extremity, for a 300mm wide kerb.

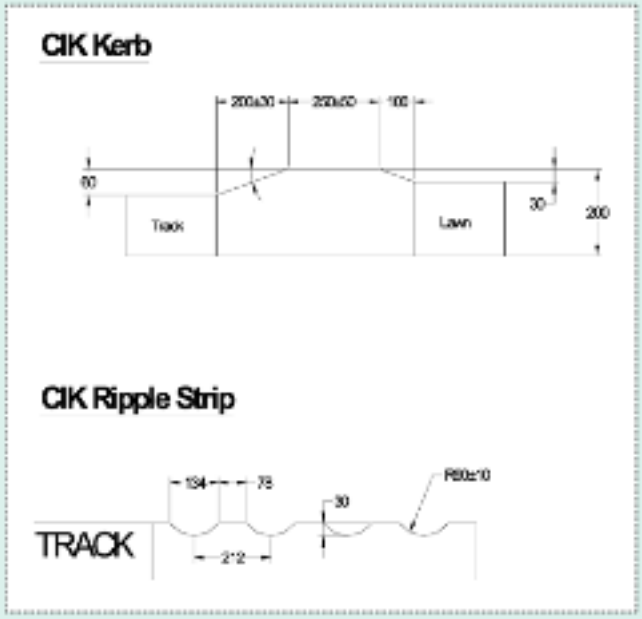
**KERBS - OUTSIDE**




TOP WIRE
1 x 2.50 Dia HEAVY GALVANISED
HIGH TENSILE PLAIN WIRE
TENSION TO 1.5kN
120
1150
900
130
MESH
HEAVY GALVANISED 6/90/30 HINGED JOINT


GRID LAYOUT
SINGLE GRID
1.5M Min. from fence
1.4M
1M Max.
1.4M
1.5M Min. from fence
1
2
3
4
5
6
7
8
2.1M
2.1M
2.1M
2.1M
7.0M Min.
9.0M Max.


GRID LAYOUT
DOUBLE GRID
1.0M minimum from fence
1.4M
1.0M maximum
1.4M
1.0M minimum
1.4M
1.0M maximum
1.4M
1.0M minimum from fence
1 2 1 2
3 4 3 4
5 6 5 6
7 8 7 8
2.1M
2.1M
2.1M
12.0M minimum
15M maximum


CIK Kerb
200±30
200±50
100
60
Track
Lawn
30
200
CIK Ripple Strip
TRACK
134
78
30
R80±10
2°2

# SPEEDWAY

## 1. TRACK LAYOUT

Direction of racing MUST be anti-clockwise.

The track should be close as possible, be on level ground and must be an oval (formed by two straights joined by two semi-circles).

If there is banking on the track it must grow from the inner edge of the racing surfaced to the outer edge of the track.

## 2. PREPARATION AND MAINTENANCE

The track should be properly watered in ample time prior to the meeting to ensure satisfactory racing and to protect the competitors and the public from excessive dust during the event.

To preserve the evenness of the track surface it should be graded as necessary between races.

## 3. TRACK MARKING

The inside and outside edges of the track must be clearly defined.

If there is no safety fence on the outer edge of the track, it should have a substantial run off zone as to arrest the progress of racing vehicles.

Safety fences must be constructed in such a way that they do not allow for the possibility of any part of kart or competitor to be caught under or between the boards.

## 3a. BAULK LINE

All tracks to have a point marked no more than 40 metres from the starting area that will be the baulk line.

## 3b. ACCELERATION LINE

All tracks to have a point marked approximately 25 metres prior to the Start/Finish line, this point is the acceleration line.

Australian Karting Association Inc

# *Historical Committee*

## Friday 16th, Saturday 17TH & Sunday 18TH August 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
Date: Friday 16th , Saturday 13th & Sunday 14th August 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.

Australian Karting Association Inc

# Officials Committee

## Friday 16th Saturday 17th / Sunday 18th August 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
Date: Friday 16th Saturday 17th & Sunday 18th August 2013

Item 1. SA-1

Re-word of rule 25.19 Weights, to clearly define the intention of the rule. Current wording is ambiguous and not simple to understand.

Current rule reads;

**25.19 Weights:**

1. Class Weights are as raced at the time of weight measuring, and are detailed in technical pages of the classes. Weight that is more than 4kg must be retained by a Minimum of two 8mm high tensile with lock nuts.
2. Maximum Kart weights at time of weighing for all Junior Heavyweight, Senior Heavyweight and Senior Super Heavyweight Classes to be 88kgs except where: a) noted in class technical detail e.g. all heavy 125 classes maximum kart weights of 100kg or b) when a lighter weight division of a class is not being run at a race meeting.
3. All weights to be securely fastened to the Kart with a minimum 8mm high tensile bolt and lock nut. Large widths may require additional high tensile bolts.
4. Weights must be attached to the frame or the seat only.
5. No ballast weight to be attached to steering components and rotating parts.
6. Lead shot, as a weight, is banned
7. Competitors must use the scales supplied by the Promoters to assess the racing weight of their equipment.

Proposed new rule to read;

**25.19 Weights:**

1. Class Weights are detailed in the relevant Class chapters, and are the minimum combined kart / driver weight, as raced, at the time of weight measuring.
2. Ballast weights must only be attached to either the frame of the kart or the outside of the seat.
3. Ballast weights must be securely fastened with a minimum 8mm high tensile bolt and lock nut.
4. Individual ballast weights in excess of 4kg must be retained by a minimum of two 8mm high tensile bolts with lock nuts. Large widths may require additional high tensile bolts.
5. Lead shot, as a ballast weight, is banned.
6. A maximum kart weight of 88kg, at the time of weighing, applies to all 100cc Junior and Senior 'heavy' and 'super heavy' weight classes at all times, as noted in the relevant class chapters. When a lighter weight division of the class is not being run at the race meeting, the maximum kart weight does not apply.
7. A maximum kart weight of 100kg, at the time of weighing, applies to all 125cc Senior 'heavy' and 'super heavy' weight classes at all times, as noted in the relevant class chapters.

   When a lighter weight division of the class is not being run at the race meeting, the maximum kart weight does not apply.

8. A maximum kart weight of 100kg, at the time of weighing, applies to specific Junior 125cc classes, as noted in the relevant class chapters.
9. Competitors must use the scales supplied by the promoters of the race meeting to assess the weight of their kart, as raced.

Moved Qld Seconded NSW Motion carried unanimous

Item 2. SA-2

The National Competition Rules (chapter 16) makes no mention of when and how karts / drivers need to be weighed.

Proposed new rule.

**16.28. Weighing**:

1. Under direction of the Scales Marshal, the weight of any kart / driver may be weighed at the completion of any section of any event.
2. For events where more than 1 set of scales are used for official weighing, 1 set must be nominated and clearly marked as the 'scales of the day'.
3. In the event of a competitor failing their initial test using the non-scales of the day, they will be allowed a maximum of two tests on the scales of the day. Any additional test must be under the direction of the Scales Marshal and a Steward of the race meeting.
4. In the event of a competitor failing their initial test using the 'scales of the day', they may request only one (1) additional test. Any additional test must be under the direction of the Scales Marshal and a Steward of the race meeting.
5. In the event of a competitor failing their final test, they will be deemed as non-compliant and automatically excluded from that section of the event by the issue of a Penalty Notification Form, which will be issued without an Officials hearing and signed by the Scales Marshal (Judge of Fact) and 1 Steward. A complaint / appeal cannot be lodged against this action.

Moved NSW Seconded WA Motion carried unanimous.

Item 3. SA-3

Add the following to rule 1.14 Entries to ensure clarity and consistency across all clubs.

**1.14 Entries:**

1. Entry to all race meetings must be by use of the plastic AKA license swipe card in conjunction with the AKA Competition Management System for identification and confirmation of entry.
2. Entry details and method of payment must be clearly set out in the relevant supplementary regulations for the race meeting.
3. Pre-paid entry fees are refundable prior to the 'close of entries' stated in the supplementary regulations / related addendums or bulletins for the meeting, or at the discretion of the host club once entries have closed.
4. When tyre pooling is employed, rule 23.11.1 applies.

Moved SA Seconded NSW Motion carried unanimous.

Item 4. SA-4

Proposed new rule 16.07(f) to clear up the constant conjecture about who and how many pit crew per competitor are allowed on a any grid or in any parc-ferme area..

16.07(f) Competitors are allowed a maximum of two (2) nominated pit crew to assist on the 'in and out grids' and any parc-ferme area. Pit crews must clearly display their pass / wrist band at all times whilst in these restricted areas.

Moved NSW Seconded Qld Motion carried unanimous.

Item 5. SA-5

Rule 13.15.2b)(ii) states that a Senior D grade licence holder must officiate at one race meeting as a flag marshal, under supervision, prior to obtaining an upgrade to a C grade licence. Given the number of new licence holders coming into the sport and the fact that most clubs now use flashing lights systems in lieu of flags and flag marshals, the following change is proposed to allow Senior D grade licence holders to assist a race meeting official for the duration of the race meeting.

**2. (AKA) D Grade Provisional Licence**

Current rule reads;

13.15.2b)

(ii) All Senior drivers (over 18 years of age) must satisfactorily compete at three race meetings as a D Grade Provisional driver and officiate at one race meeting as a flag marshal under supervision, and have their licence endorsed after each meeting.

All Midget, Rookie, Junior and Senior drivers (under 18 years of age) must satisfactorily compete at four meetings as a D Grade Provisional driver and have their licence endorsed after each meeting. Flag marshal duties are not applicable to these drivers due to age restrictions.

Proposed new rule to read;

**2. (AKA) D Grade Provisional Licence**

13.15.2b)

(ii) All Senior drivers (over 18 years of age) must satisfactorily compete at three (3) race meetings as a D Grade Provisional driver and assist a race meeting official for one (1) race meeting, and have their licence endorsed after each meeting.

All Midget, Rookie, Junior and Senior drivers (under 18 years of age) must satisfactorily compete at four meetings as a D Grade Provisional driver and have their licence endorsed after each meeting. The duty of assisting a race meeting official for one (1) race meeting is not applicable to these drivers due to age restrictions.

Moved NSW Seconded SA Motion carried unanimous.

Item 6. SA-6 Discussion item

The current race formats for State and National Championships to be revised to provide better use of time and more value for money for the competitors.

Comments to be passed on to the AKA Board.
AKA Board members Melissa Holzberger and Phil Smith attended in the afternoon and discussed possible changes to race formats, classes and timetables.

Item 7. SA-7

Appeals process to be revised to include an appeal from a National Disciplinary Tribunal from a National Event to AKAC. See attachment 1 at the end of this document.

Moved Vic Seconded NT Motion carried unanimous.

Item 8. SA-8 Drugs in sport policy.

In August, 2010 the NKC approved the 54 page AKA Anti-Doping Policy, to become effective from 1st January, 2011. This policy gives us as Officials the authority to apply its contents.
How do we implement it, what penalties need to be applied and how do we apply them.
This Anti-Doping Policy is available on the AKA website under the heading 'rules'.

Brian Sparrow presented a session on the AKA Anti-Doping policy and how it is to be implemented.

Item 9. WA-1

Rule 15.07 Red & White Chequered Flag
Replace "pits" with "in-grid". Reason - Self explanatory. Current wording does not allow for rule 16.09.vi

Current rule reads;
**15.07 Red and White Chequered:**
Signifies that it has been a false start or no start, return to pits, this flag is to be used by a Steward/ Clerk of Course or Starter prior to the first lap being completed by the race leader to enable the Stewards to take immediate action for a breach of rules prior to the start.

Proposed new rule to read;
**15.07 Red and White Chequered:**
Signifies that it has been a false start or no start, return to in-grid. This flag is to be used by a Steward/ Clerk of Course or Starter prior to the first competition lap being completed by the race leader to enable the Stewards / Clerk of Course address the cause of the false start / no-start.

Moved WA Seconded NT Motion carried unanimous.

Item 10. WA-2

Rule 15.11. Red Flag. Insert "in" before grid.
Reason - Self explanatory

Current rule reads;
**15.08 Red:**
All racing shall cease. Driver will indicate by raising his/her arm and return to the grid at a greatly reduced speed and in a safe manner being prepared to stop on track if necessary. This order shall be given only through the Clerk of the Course or Steward of the meeting. Red lights may be used in addition to the red flag.

Proposed new rule to read;
**15.08 Red:**
All racing shall cease. Drivers will indicate by raising their arm and return to the in-grid at a greatly reduced speed and in a safe manner, being prepared to stop on track if necessary. This order shall be given only through the Clerk of the Course or Steward of the meeting. Red lights may be used in addition to the red flag.

Moved WA Seconded NT Motion carried unanimous.

Item 11. WA-3

Rule 15.09. Green Flag.
Insert after All Clear the words "may be used to signal a race start"
Reason - Self explanatory

Current rule reads;
**15.06 Green:**
(Optional) All Clear It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course (usually only used at International meetings).

Proposed new rule to read;
**15.06 Green:**
(Optional) All Clear. May be used to signal a race start. It can also be used if necessary to signal the start of warm up laps or practice sessions, by order of the Clerk of Course ~~(usually only used at International meetings).~~

Moved NSW Seconded Motion carried unanimous.

Item 12. WA-4

Rule 16.07 (c). System of Gridding. Insert "out" in front of grid (6 times)
Maybe 16.07 (a) needs attention too and (e)

Current rule reads;

**16.07 System of Gridding:**

(a) The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.

(b) A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Pole position to wear a fluoro armband or other form of identification.

(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.

(d) At temporary circuits the supplementary regulations, the stewards of the meeting or the track inspectors can stipulate that an inline start will be used. If this is specified a single line formation in grid order must be maintained until the starting signal is given. Pole sitter will be responsible for setting a reasonable speed in the roll up laps. This rule will not alter starting procedure as Rule 16.09 or in Rule 16.11.

(e) Clutch driven engines must not be started until directed by the grid marshall. The driver must be in the kart when starting the engine, and the drive wheels must remain stationary. When the grid gate is opened, the grid marshall will instruct the drivers to exit the grid in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the grid marshall, to allow karts behind it to exit the grid. Karts moved aside under this rule are allowed 2 minutes under rule 16.07(c ).

Proposed new rules to read;

**16.07 System of Gridding:**

(a) The Grid Marshal shall call all competitors to the out-grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.

(b) A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Pole position to wear a fluoro armband or other form of identification.

(c) A two-minute board is to be displayed at the out-grid gate the moment the first kart leaving the out-grid has crossed the baulk line. Karts are allowed up to two minutes to clear the out-grid. If the out-grid is cleared before two minutes the board is lowered and the drivers are then placed in the hands of the starter, the out-grid gate will be closed. Once the out-grid gate is closed, any karts still on the out-grid will be deemed non-starters for that race.

(d) At temporary circuits the supplementary regulations, the stewards of the meeting or the track inspectors can stipulate that an inline start will be used. If this is specified, a single line formation in grid order must be maintained until the starting signal is given. Pole sitter will be responsible for setting a reasonable speed in the roll up laps. This rule will not alter starting procedure as Rule 16.09 or in Rule 16.11.

(e) Clutch driven engines must not be started until directed by the grid marshall. The driver must be in the kart when starting the engine, and the drive wheels must remain stationary. When the out-grid gate is opened, the grid marshall will instruct the drivers to exit the out-grid in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the grid marshall, to allow karts behind it to exit the out-grid. Karts moved aside under this rule are allowed 2 minutes under rule 16.07(c ).

Moved VIC Seconded QLD Motion carried unanimous.

Item 13. WA-5

Rule 16.10 (c) (ii). Restarting of Karts

Add that a senior who has a kart fitted with a clutch can also have outside assistance with an external starter (if available) to restart the kart.

Reason - Consistency in rules.

Current rule reads;

**16.10 Restarting of Karts:**

The following requirements apply to all karts and competitors:

(a) The restarting of a kart engine during racing is not permissible except from the mechanical breakdown lane or as references in 16.10(e) (refer breakdown lane rule 17.10)

(b) The restarting of a kart by a Cadet, Rookie or Junior during practice is not permissible

(c) In the event of a spin or collision during the rolling laps prior to the start:-

(i) Cadets, Rookies and Juniors are permitted to be restarted with the assistance of delegated persons at the discretion of the Grid Marshall, Clerk of Course or Steward.

(ii) Seniors may restart themselves however outside assistance to push karts by delegated persons (maximum 2) may be permitted at the discretion of the Grid Marshall, Clerk of Course or Steward.

Proposed new rule to read;

**16.10 Restarting of Karts:**

The following requirements apply to all karts and competitors:

(a) The restarting of a kart engine during racing is not permissible except from the mechanical breakdown lane or as references in 16.10(e) (refer breakdown lane rule 17.10)

(b) The restarting of a kart by a Cadet, Rookie or Junior ~~during practice~~ is not permissible, except as noted in rule 16.10(e).

(c) In the event of a stoppage during the rolling laps prior to the start:-

(i) Cadets, Rookies and Juniors are permitted to be restarted with the assistance of delegated persons (maximum 2) at the discretion of the Grid Marshall, Clerk of Course or Steward.

(ii) Seniors may restart themselves however outside assistance to push karts by delegated persons (maximum 2) or re-start karts fitted with a clutch may be permitted at the discretion of the Grid Marshall, Clerk of Course or Steward.

Moved Qld Seconded NT Motion carried unanimous.

Item 14. WA-6

Rule 16.27 During a race

Replace the word "importance" with "danger".

Reason - self explanatory

Current rule reads;

**16.27 During a race:**

3) Manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or outside of the curve or any other abnormal braking or changes of direction, are strictly prohibited and shall be penalised according to the importance and repetition of the offence.

Proposed new rule to read;

**16.27 During a race:**

3) Manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or outside of the curve or any other abnormal braking or changes of direction, are strictly prohibited and shall be penalised according to the severity and repetition of the offence.

Moved WA Seconded NSW Motion carried unanimous.

Item 15. WA-7

Rule 12.02(b) Inspection.
Add 'Scrutineer' after Clerk of Course.

Current rule reads;

**12.02 Inspection:**

(a) A kart or a driver may be inspected at any time before, during or after competition.

(b) If a kart or apparel is not submitted for inspection when requested at any time by the Clerk of the Course, Technical Inspector, fuel examiner, tyre examiner or noise examiner, the kart and the driver are automatically excluded from the meeting and forfeit all placings or points already gained at that meeting.

Proposed new rule to read;

**12.02 Inspection:**

(a) A kart or a driver may be inspected at any time before, during or after competition.

(b) If a kart or apparel is not submitted for inspection when requested at any time by the Clerk of Course, Scrutineer/ Barcode Operator, Technical Inspector, Fuel Tester, Tyre Tester or Noise Control Marshall, the kart and the driver are automatically excluded from the meeting and forfeit all placings or points already gained at that meeting.

Barcode Operator needs to be listed in chapter 4 under rule 4.01(a) and 4.15

Brian Sparrow to come up with the suggested wording.

Moved WA Seconded NSW Motion carried.

Item 16. WA-8

Rule 25.02 Side Pods and 25.06 Front Fairing. - Change red font in diagrams as this indicates a change that has previously been made.

To be referred to the Technical Committee for generation of new diagrams.

Item 17. WA-9

Rule 16.07(a). - Suggest this rule be removed/reworded. Even if there was a gap in the out grid because a kart was late, this gap would be filled up on the roll up laps. Seems a bit rough for someone to be penalized for being late when they might have to sit there for 10 – 15 minutes for the duration of the previous race.

Current rule reads;

**16.07 System of Gridding:**

(a) The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid being left open at the end of two minutes the vacancy shall be filled by the next qualifying competitor.

Moved WA No Seconder Motion lapsed. Rule to be left as is.

Item 18. WA-10

Clarification on the rules relating to Officials speaking to drivers under 18. Rulebook now only states that it is during a hearing it is not allowed.

Current rules read;

**6.04 WARNING (NOT A PENALTY)**

1. Any competitors under the age of 18 years who are called before a Clerk of the Course or Steward for a verbal or written warning must be accompanied by a parent or adult guardian before being addressed by an AKA Official.

**7.15 Attendance under 18 years of age.**

1) Any person under the age of 18 years who attend the hearing of a Complaint as either, the Complainant, the Defendant or a Witness, must be accompanied by a parent or adult guardian before being addressed by an AKA Official.

2) The young person may consult the adult, but the adult must not speak to the Stewards unless, in the opinion of the Stewards, the young person will suffer serious prejudice unless the adult is permitted to speak.

**16.28. Parent / Guardian Attendence.**

Any competitor or group of competitors under the age of 18 years who are called before a Clerk of Course or Steward for instruction, verbal or written warning, must be accompanied by a parent or adult guardian before being addressed by an AKA Official.

New rule above to be added as rule 16.28 'Rule 6.04.1 needs to also be changed to read the same as above.

Rule 16.02 needs to also reference rule 16.28.

Recommended to be made effective immediately.

Reference to this rule 16.28 also needs to be made in rules 27.05 (cadets), 28.05 (rookies), 29.05 (jnr national), 30.05 (jnr clubman), 31.06 (jnr performance) and 32.05 (Jmax).

Moved Qld Seconded NT Motion carried unanimous.

Item 19. WA-11

Are we still looking at moving to Online Stewards Schools?

In hand, to be reviewed when NSW online training module is completed.

Item 20. WA-12

Discussion Item – Why do Grade 1's and 2's need to complete schools every year? Drivers can be out of the sport for up to 3 years without losing their Grading and they don't need to sit any testing each year.

Refer to item 25.

Item 21. WA-13

When will we be getting updated Handbooks?

New Officials Handbooks have been released.

Item 22. WA-14

What is the update on the clothing?

And why weren't they made as hi-viz shirts.

History of the Officials shirts was revealed. Proposed 5 in 1 jacket was demonstrated.

Brian sparrow to put together a proposal for the AKA to subsidise the purchase of the current Officials shirts and proposed jackets for licenced Officials. National and State level Officials to be supplied with shirts and jackets.

Item 23. WA-15

Discussion Item – It has been raised the issue of Addendum's 13 and 14 and that it seems to be open ended particularly if there is a Judge of Fact that may be over zealous.

Discussion revealed that a more comprehensive educational programme needs to be released to guide Officials on how to implement and apply the new Infringement Forms and Minimum Prescribed Penalties.

Item 24. QLD-1

Rule 13.11. Responsibilities Insert "/herself " after "himself".
Reason - Gender inclusions

Current rule reads;

**13.11 Responsibility of Entrant, Driver or Other:**

The entrant shall be responsible for all acts or omissions on the part of the driver, mechanic, pit crew, service crew or any third party to whom his/her entry may be attributed, but each of these shall also himself be responsible for any infraction for the code, these rules, any supplementary regulations or instruction to drivers. Refer also to R 1.05.

Proposed new rule to read;

**13.11 Responsibility of Competitor or Other:**

The competitor shall be responsible for all acts or omissions on the part of themselves, their pit crews or any third party to whom their entry may be attributed, but each of these shall also themselves be responsible for any infraction for the code, these rules, any supplementary regulations or instruction to drivers. Refer also to R 1.05.

Moved Qld Seconded NSW Motion carried unanimous.

Item 25. QLD-2

Officials accreditation period - Rule 4.01(c)
Change from annual to 2 years
Reason - In cycling the requirement is a workshop/school every 2 years and officiating 4 times a year. One Australian standard. In dressage the requirement is a workshop every 2 years and officiating 5 times a year. One Australian standard.
Those are both National Officials Accreditation Schemes supported by the Australian Sports Commission and the Australian Government. Funnily enough, that is one of the ways you attract funding. It doesn't make a lot of sense that karting can't get on board.

Current rule reads;

(c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors. All AKA Licenced Officials must satisfactorily complete an Officials Training School annually, either "on line" or in person, in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.

Proposed new rule to read;

(c) All States shall be responsible to conduct training schools for Clerk of Course / Steward's and Scrutineers / Technical Inspectors. All AKA Licenced Officials must satisfactorily complete an Officials Training School with-in two years, either "on line" or in person, in order to retain their AKA Official's accreditation. Officials residing close to State borders may attend a training school in either state.

Moved QLD Seconded NT Motion carried 5 for, 1 abstained.

Item 26. VIC -1 Change to rule 9.05 Location and arrangement.

Delete the following sentence;

**Rule 9.05 Location and arrangements:**
A suitable room, with adequate space and seating for the tribunals, the parties and witnesses, and preferably in a neutral venue should be selected. ~~The bench should be at one end, flanked at right angles by tables for each party with a chair at least for witnesses in front of the bench.~~

Reason: Most tribunal/s are held in a board room and not able to achieve the above seating arrangements.

Already completed and covered with Addendum 16, released 29-5-2013.

Item 27. VIC -2 Tribunal Penalties.

Discussion in regards to when they start etc.

Add to rule 6.05, part 5 as follows,

5) All penalties issued from a Tribunal or Court must be applied from the date of the Tribunal or Court decision, subject to any appeals.

Moved VIC Seconded NSW Motion carried unanimous.

Item 28. VIC -3 2014 AKA Nationals:
Add to classes: Tag 125 Light and Tag 125 Heavy into the class list.

To be referred to Administration Committee.

Item 29. VIC -4 Grade 3 & 4 stewards.
An appropriate Official Polo shirt that they should be able to wear at meetings so there is no them and us image??? Maybe the states could get together and get a polo shirt produced (not as fancy as the current AKA shirts) and get them made cheaply for distribution and paid by the state or AKA.

AKA to look at subsidizing the cost of Officials shirts to the states.
Refer to Item 22 of these minutes.

Moved NSW Seconded VIC Motion carried unanimous.

Item 30. NSW -1 Duties of the Grid Marshal
Two versions of the Grid Marshal Position for comments. The control of starters should also be added to this role.

Duties of the Grid Marshal (Rule 4.20)
The Grid Marshall shall be responsible for the marshalling of the karts in their correct grid positions, controlling karts until such time as they are placed in the hands of the Starter and at all times to cooperate with the Pit/Paddock Marshal.
Bob Blackman Recommended Procedures

1. Before start of the meeting, sign on the “Officials Sign On Sheet” and obtain radio.
2. After close of entries, obtain a copy of the race order from the race secretary. (Print out from CMS).
3. Liaise with Clerk of Course to run carby session.
4. If at any stage the race order changes or a hold is put on a class advise the competitors on the PA system.
5. (Rule 16.07): The Grid Marshal shall call the first class onto the Grid and the next class to the rear of the Grid with computer drawn grids, the pole (P1) sitter can select either side of the front row only in the pre final and final. In time qualifying race meetings, the pole (P1) sitter can select either side of the front row in heats, Prefinal and final.(Rule 16.07(b)). When leaving the outgrid, allow two minutes from when the first kart crosses the baulk line to closing the

gates.(Rule 16.07(c)). If a kart has not started by the baulk line, the kart is brought back to the outgrid. Only one more attempt to start is allowed (Rule 17.05).

6. Race stoppage (Red Flag), if a race is stopped (Red Flagged) the Grid Marshal obtains a list of eligible competitors and their grid positions and forms them into grid order ready for a restart. (Rule 16.11(d)).
7. Starting Procedure for Classes;
   Cadets: (Comer SW80) Instruct pit crew to start engines. When engine is started the pit crew is to step to the edge of the outgrid. Do not hold the class longer than 10–15 seconds.
   125cc TAG: Instruct drivers/pit crew to start engine. All pit crew to be clear of outgrid. Do not hold longer than 10-15 seconds.
   Classes with Yamaha engines fitted with clutches: Instruct pit crew to start engine with outboard starter and step clear of the outgrid. Do not hold longer than 10-15 seconds.
   Grid Marshal to take care when releasing a class with a mix of non-clutch and clutch engines.

Officials Handbook Version
Grid Marshal
Grid Marshals shall be responsible for the marshalling of the karts in their correct grid positions, controlling karts until such time as they are placed in the hands of the Starter.

A driver who has qualified for pole position can select which side of the grid he/she wishes to start from and second pole will assume the opposite position. This does not alter any other grid positions. Ole position to wear a fluoro armband or other form of identification.

The Grid Marshal shall call all competitors to the grid and will allow two minutes for all grid positions to be filled. In the event of a grid position being left open at the end of two minutes, the vacancy shall be filled by the next qualifying competitor.

Push start 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 Course. Only ONE additional attempt to restart will be permitted as per Rule 17.05.

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 gates will be closed. Once the Grid gate is closed, any karts still on the Grid will be deemed non-starters for that race.

Clutch driven engines must not be started until directed by the Grid Marshal. The driver must be in the kart when starting the engine, and the drive wheels remain stationary. When the Grid gate is opened, the Grid Marshal will instruct the drivers to exit the grid in an orderly manner. Any kart unable to proceed when instructed to do so is to be moved aside by the pit crew, as instructed by the Grid Marshal, to allow karts behind it to exit the Grid. Karts moved aside under this rule are allowed two minutes under Rule 16.07(c) to exit the Grid.

The following are duties of the Grid Marshal:

- Be present at the circuit to coincide with the appropriate timetable of practice for that day. (see newsletter or Supplementary Regulations for the meeting)
- Report to the Clerk of Course and “swipe-on” as an official of the meeting.
- Attend Drivers and Officials briefings.
- Confirm grid microphone (if available) is in appropriate position, collect the black and white chequered flag (used to terminate a practice session), a yellow flag to signal more drivers joining the session or an accident at the end of the straight and the 2 minute board.
- Control the practise session. Do not mix Seniors and Juniors, or Juniors with Rookies and Cadets.
- Check the practice numbers do not exceed the track limit.
- Collect the grid sheets from the Timing Operator and use the PA to keep grids organised. The starter will signal to release the class and the Grid Marshal must display the 2 minute board if the grid is not clear.
- Review Rule 4.20 and 16.07 in the current Manual.
- Inform the tower if any competitors retire from the meeting or any mistakes are found.

- If abused by a competitor or pit crew advise the Clerk of Course and lay a complaint.
- If a competitor has a problem with their grid, let the Clerk of Course or Steward deal with it. Prepare another class to race, just in case it is required.
- DRIVERS ARE NOT TO BE SENT TO THE CONTROL TOWER.

After a short discussion, it was decided to recommend that the current version in the new Officials Handbook be retained.

Item 31. NSW -2 Pit Crew Parents/Guardian Licences

Consideration into the needs for AKA to bring in a form of licencing for pit crew parents/guardians to be licences. So we can take action against the offenders.

This is an ongoing action item for the Officials to keep reviewing.

Item 32. NSW -3 – Critical Incident/Support Guide

Recommend that this document be adopted Nationally (Karting NSW Polices attached).

When the NKC to approve the 'Managing Critical and Traumatic Incidents ' policy and it is to be included in the Officials Handbook.

Item 33. NSW -4 - Major Events Guide

Recommend that this document be adopted Nationally (Karting NSW Policy and appendix 1 – 11 attached).

To be referred to Administration Committee.

Item 34. NSW -5 – Race Video Surveillance

Rules to be drafted for adoption.

Action item for Mark Horsley and Brian Sparrow to produce relevant documentation by NKC August meeting.

Item 35. NSW – 6 – National Demerit Points System

Demerit Points System for implementation Nationally.

Objective:

To establish a National Standard Demerit Point Penalty System for use by Stewards to deal with minor matters without the need to have hearings.

Further, to standardise penalties from State to State for the same offences, thus giving a consistency that is currently lacking and leading to confusion by competitors.

Overview:
Stewards of race meetings have to continually deal with minor infringements of the rules by way of a formal hearings. The Demerit Point System would allow the clerk of the course and the Stewards with the agreement of the competitor to deal with minor matters by way of Penalty Notification Form.
Each driver is allocated 20 points to their respective license. A driver who breaches a rule can be dealt with by way of a Demerit point penalty. This point penalty is deducted from their points. When a driver losses all of the points within a twelve month period they are automatically suspended for a period of 3 months.

The points lost from an infringement are returned to the driver's license after a period of 12 months from the date of the infringement.

The driver would be spoken to by the Clerk of Course and have a choice of accepting a Demerit point penalty or attending a Stewards hearing.

If the driver accepts the demerit point penalty then a Penalty Notice is issued (Currently used AKA form).

If the driver wishes to contest the infringement then a stewards hearing is held. If found guilty, a standard penalty applies. The original demerit points plus a fine of $50.00 per demerit point (i.e. 3 demerit points & $150.00 fine). The driver still has the provisions of Chapter 8 (Appeals) for the hearing.

The Demerit points for each offence are listed in a Penalty List and cannot be varied by the Stewards of the meeting. This will give consistency throughout the our National organisation.

Consensus was to allow the current Infringement Notice to be utilized and evolve over the next twelve months and, if deemed necessary, to include a demerit points system as an add-on to the current Minimum Prescribed Penalties.

Item 36. NSW – 7 – Officials Training

Officials Training – Update on online training.

For the project to proceed, NSW now require financial assistance from the AKA. NSW to present the proposal to the NKC and request financial approval.

Item 37. NSW – 8 – Rule13.21 for CIK classes Only

An amendment is needed to Rule 13.21 of the AKA Manual - CIK classes Only: Provisional Upgrade – Upgrade B to A Licences

The amendment is to Paragraph 3, Part B. The change in Red: Current rule reads;

(b) National Championship and State Championship in Formula 100 (Seniors) and Junior Clubman, (Juniors) ONLY.

Proposed changed to read;

(b) National Championship and State Championship in Rotax, Leopard,TAG, (Seniors) and JMax, Junior Clubman, (Juniors).

Moved NSW Seconded Qld, Motion carried unanimous.

Item 38. NSW – 9 – Karting Expo : Discussion Paper

The following paper is prepared for the discussion, contribution, addition or deletion of the following ideas in the interest of promotion and enhancement to SHOWCASE the sport in a major EVENT by every sector involved in Karting .

| | |
|---|---|
| Title : | Karting Expo or Australian Karting Show or Motorsport Careers Day or similar |
| Venue : | Suitable Kart Tracks eg . Eastern Creek Complex using all Facilities including Public Hire Karts During the EXPO |
| Frequency : | Rotational . Depending on success of the first event. Perhaps only once every 2 to 3 years per state ? |
| Invitees : | National Office<br>State Office/s<br>All Clubs and Venue Club<br>Host Club of the next Australian Title<br>All Karting Media and Marketing |

ARDC / Cams / FIA rep / CIK rep
Police Media and road safety committees
Speedway Australia / ANDRA / Motorcycling
V8 Supercar / Formula Ford / Formula Vee and similar
All Local High Schools / Vocational Guidance
Local Primary Schools
TAFE Motorsport and allied courses
University Engineering Depts.
Local Radio and Television eg. Sunrise Program 7
Local and Metro Newspapers
Local Minister / Mayor / Councilors
All Karting Industry : Manufacturers / Importers / Retailers
All Karting Ancilliary Suppliers and Services

Displays and Demonstrations by :

CIK Competitors in all classes Static and on Track
Pro Tour Competitors in all classes
KIDS Karts
Cadets Rookies and Juniors in all Classes
Senior Karters in ALL Classes
TEKA and Endurance Karters
Speedway Karters in all Classes
Vintage Karters ( Old Farts Only )
Industry Displays : Explained Further
Local SWAP MEET for all types of Karting equipment
Cams Superkart clubs

CONCEPT :

Using a planned date that coincides with say the last day of school prior to school holidays AND THAT WEEKEND all Karting Industry Participants have ready on show all their goods and services for demonstration to the general public with a target audience of new and potential Karters . Local High schools be invited to attend.

THEMES : A focus on driver education and safety.
A focus on motorsport career opportunities.
A focus on family sport.
A focus on engineering and trade skills.

Trade exhibits and bookings taken for test drives of Karts ( fees and track hire ? )
Displays of new kart models by manufacturers / importers
Trade sales of demonstration and show equipment
Sample bags and product information to be given to the public
Clubs , State and National office to display and sell product eg tools , restrictors, manuals, club memberships, licences, old rule books free etc.
Displays of say Fuel & Tyre testing, Engine dismantling, Kart maintenance, Junior development camps , Driver training camps , Ladies Day and special Events .
Tyre fitting competitions involving the public and competitors sponsored by tyre contractors .
Celebrity Karters vs Public for charity ??
Helmet painting displays and prizes.
HUGE SWAP MEET on the weekend supporting the host club say $10 per vehicle
Coffee Vans and Kids amusements
Kart Trailer Manufacturers Displays and sales
Invitations and FREE passes to the next Australian Title by the host club
Magazine , Photographers , Publishers displays and sales
Hire karts running all day for the general public.
Displays of the latest technology and gadgets used in Karting and sales
Displays of the latest suits , helmets , safety gear etc and trade show specials !
Meet and photos with celebrity Karters eg Winterbottom , Whincup , etc .
Full working Karters Clinic
Displays by Trophy shops ( more to target clubs )
Police Radar Gun of Track Speed and Highway Patrol Car display
Speedway Australia Scholarship and awards for Karters
Speedway opportunities for Karters eg Legend cars / Sprintcars / Sedans etc
Karting Officials Training to prospective Flaggies / C of C / Stewards / Starters etc
Sponsorship Training by recognised experts .
Obviously there is lots more to add but you get the idea ??

It is envisaged that all participants be granted FREE access to the event in RETURN for MASSIVE MARKETING EFFORT promoting the event , FREE giveaways and prizes , coordinating test drives and displays of the team drivers , promotion of the tracks hire facilities for the duration of the event and supporting the AKA . The AKA would own the EXPO and generally give all of KARTING a boost!

Great concept but doesn't belong with this committee. To be referred to the Administration Committee.

ATTACHMENT 1
CHAPTER 8, RULES 8.01 to 8.04
AS PER 2013 MANUAL

**8.01 There are six kinds of appeals:**

(1) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal.

(2) an appeal from a decision of a Disciplinary Tribunal to a relevant State Karting Council Appeal Tribunal.

(3) an appeal from a decision of the Stewards from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event) to the Australian Karting Appeal Court (AKAC).

(4) an appeal from a decision of an Appeal Tribunal to the Australian Karting Appeal Court (AKAC).

(5) an appeal from a decision of the Australian Karting Appeal Court (AKAC) to the Australian Motor Sport Appeal Court (AMSAC). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

(6) an appeal to the AMSAC on the grounds that a decision of the NKC or the Secretariat was not within the power of that body or was otherwise unconstitutional.

**8.02 Eligibility to Appeal:**

"A party to proceedings conducted as a Steward's Hearing, a Disciplinary Tribunal or an Appeal Tribunal may appeal the decision of that Steward's Hearing, that Disciplinary Tribunal or that Appeal Tribunal on the grounds of severity of penalty, error of law, error of fact. For the avoidance of doubt, a party is a person or entity who has appeared in the proceeding as a Defendant, a Complainant, a Prosecutor, or a person or entity otherwise joined in the proceeding or a competitor directly involved in the incident leading to the hearing"
There can be no appeal against a 'not guilty' verdict from a Stewards Hearing, Disciplinary Tribunal or Appeals Tribunal.

**8.03**

A State Karting Council or the AKA Secretariat or the National Karting Council may appeal to an Appeal Tribunal, the AKAC or the AMSAC if it is satisfied that an appeal should be brought in the best interests of karting. These bodies shall not be subject to the time limits set out in rule 8.04 and shall not be required to pay an appeal fee.

**8.04 Procedures, Time Limits and Fees for Lodgement of an Appeal:**

(a) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal, the Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee of $550.00, within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) to the State Tribunal Registrar before 12 midnight on the third (3rd) day after the day of decision.

**(b) T**o lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee, ($3,000.00), within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) before 12 midnight on the third (3rd) day after the day of decision to the ;

AKA National Tribunal Registrar
P.O. Box 4222, Penrith Westfields
Penrith, N.S.W. 2751
Email: court@austkarting.com.au

(c) To lodge an appeal against a decision from a "Disciplinary Tribunal" to a relevant State Karting Council Appeal Tribunal, the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the relevant State Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the Disciplinary Tribunal, with the appropriate fee of $550.00, made payable to the relevant State Karting Council.

(d) To lodge an appeal against a decision from an "Appeal Tribunal" to the Australian Karting Appeal Court (AKAC), the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee ($3,000.00).

(e) To lodge an appeal against a decision from the Australian Karting Appeal Court (AKAC), to the Australian Motor Sport Appeal Court (AMSAC) the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing.down of the decision of the appeal, with the appropriate fee ($6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

CHAPTER 8, RULES 8.01 to 8.04
PROPOSED CHANGES

**8.01 There are seven kinds of appeals:**

(1) An appeal from a decision of the Stewards from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal. Refer to 8.04(a).

(2) An appeal from a decision of a Disciplinary Tribunal formed as a result of a complaint from any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to a relevant State Karting Council Appeal Tribunal. Refer to 8.04(b)

(3) An appeal from a decision of the Stewards from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event) to the Australian Karting Appeal Court (AKAC). Refer to 8.04(c).

(4) An appeal from a decision of a Disciplinary Tribunal formed as a result of a complaint from a National Event (State Open Championship, National Championship or CIK event), to the Australian Karting Appeal Court (AKAC). Refer to 8.04(d).

(5) An appeal from a decision of an Appeal Tribunal to the Australian Karting Appeal Court (AKAC). Refer to 8.04(e)

(6) An appeal from a decision of the Australian Karting Appeal Court (AKAC) to the Australian Motor Sport Appeal Court (AMSAC). All appeals to the AMSAC are subject to leave being granted by the AMSAC. Refer to 8.04(f).

(7) An appeal to the AMSAC on the grounds that a decision of the NKC or the Secretariat was not within the power of that body or was otherwise unconstitutional. Refer to 8.04(g).

**8.02 Eligibility to Appeal:**

"A party to proceedings conducted as a Steward's Hearing, a Disciplinary Tribunal or an Appeal Tribunal may appeal the decision of that Steward's Hearing, that Disciplinary Tribunal or that Appeal Tribunal on the grounds of severity of penalty, error of law, error of fact. For the avoidance of doubt, a party is a person or entity who has appeared in the proceeding as a Defendant, a Complainant, a Prosecutor, or a person or entity otherwise joined in the proceeding or a competitor directly involved in the incident leading to the hearing"
There can be no appeal against a 'not guilty' verdict from a Stewards Hearing, Disciplinary Tribunal or Appeals Tribunal.

**8.03**

A State Karting Council or the AKA Secretariat or the National Karting Council may appeal to an Appeal Tribunal, the AKAC or the AMSAC if it is satisfied that an appeal should be brought in the best interests of karting. These bodies shall not be subject to the time limits set out in rule 8.04 and shall not be required to pay an appeal fee.

**8.04 Procedures, Time Limits and Fees for Lodgement of an Appeal:**

(a) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of any race meeting other than a National Event (State Open Championship, National Championship or CIK event), to an Appeal Tribunal, the Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee of $550.00, within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) to the State Tribunal Registrar before 12 midnight on the third (3rd) day after the day of decision.

(b) To lodge an appeal against a decision from a "Disciplinary Tribunal" to a relevant State Karting Council Appeal Tribunal, the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the relevant State Tribunal Registrar before 12 midnight on the seventh (7th) day after the handing down of the decision of the Disciplinary Tribunal, with the appropriate fee of $550.00, made payable to the relevant State Karting Council.

(c) To lodge an appeal against a "Steward's Finding" from a Steward's Hearing conducted as part of a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The Appellant must complete an AKA "Intention to Appeal" form and hand it to a Steward of the meeting, with the appropriate fee, ($3,000.00), within one (1) hour of the handing down of the Steward's Finding being appealed. The Appellant must then complete an AKA "Notice of Appeal" form, setting out the details of the appeal, and either hand deliver it to the Steward's at the meeting, or post it (by Registered Mail) before 12 midnight on the third (3rd) day after the day of decision to the AKA National Tribunal Registrar at the address below.

(d) To lodge an appeal against a decision from a "Disciplinary Tribunal" formed as a result of a complaint from a National Event (State Open Championship, National Championship or CIK event), the first avenue of appeal is to the Australian Karting Appeal Court (AKAC). The appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it, (by Registered Mail), together with the appropriate fee of $3,000.00 to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing down of the decision from the Disciplinary Tribunal,

(e) To lodge an appeal against a decision from an "Appeal Tribunal" to the Australian Karting Appeal Court (AKAC), the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing down of the decision of the appeal, with the appropriate fee ($3,000.00).

(f) To lodge an appeal against a decision from the Australian Karting Appeal Court (AKAC), to the Australian Motor Sport Appeal Court (AMSAC) the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the handing.down of the decision of the appeal, with the appropriate fee ($6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

(g) To lodge an appeal against a decision of the NKC or the Secretariat, to the Australian Motor Sport Appeal Court (AMSAC), the appellant must complete an AKA "Notice of Appeal" form setting out the details of the appeal, and post it (by Registered Mail) to the National Tribunal Registrar (at the address below) before 12 midnight on the seventh (7th) day after the official publication of the decision being appealed, with the appropriate fee ($6,600.00). All appeals to the AMSAC are subject to leave being granted by the AMSAC.

(h) All appeals to either the Australian Karting Appeals Court (AKAC) or Australian Motor Sport Appeals Court (AMSAC) must be addressed to; AKA National Tribunal Registrar
P.O. Box 4222, Penrith Westfields
Penrith, N.S.W. 2751

## LATE AGENDA ITEMS

1. Due to a perceived anomaly in the following rules, they need to be discussed.

(iii) The driver on pole position, under direction from the Starter or Clerk of Course shall set the speed at which all competitors shall approach the starting area in anticipation of a start signal.

(iv) It is forbidden for drivers to accelerate until the front row of karts have crossed the yellow acceleration line painted on the track surface.
The starter may not give the start signal until the first kart has crossed the acceleration line.

(v) All tracks are to have a "no mans land" marked on the track immediately before the starting area. Any kart entering this section of the track before the starting signal is given may be penalised.

Unanimously agreed to leave the rule as it is currently written.

2. NT moved a motion to add an optional 5 place penalty to rule 16.23a in the Minimum Prescribed Penalties.
Seconded Qld. Motion carried unanimous.

3. Add 'removal of both hands from the steering wheel' to rule 16.25.
Rename 16.25 to 'Shaking Hands/Removing Hands'
a) Driving shaking hands etc
b) Drivers removing both hands from the wheel whilst driving, shall be penalized.
Moved: NSW Seconded: Vic Motion carried SA Abstain

4. Change Minimum Prescribed Penalty list for R16.25 to Shaking Hands/Removing Hands. Add a) and b) to the Rule No.
Moved:VIC Seconded: NSW Unanimous SA Abstain

5. Rule 5.01(w) penalty in the minimum prescribed penalty list to be removed.
Moved QLD Seconded NT Motion carried unanimous.

6. Remove rule 16.11.a.1 and re-write (ii) into part (a) removing reference to State and National event.
Moved NSW Seconded QLD Motion carried unanimous.

7. Rule 37.03 be change to reference 25.19.2
Moved NSW Seconded SA Motion carried unanimous.

8. Rule 8.26 to be re-written to remove reference to written submissions.
Moved NSW Seconded WA Motion carried unanimous.

9. Rule 8.29 (c) (i) to be removed and rule 8.29(c) (ii) to be re-written into part c.
Moved NSW Seconded WA Motion carried unanimous.

10. Administrative Procedure A1. Add part e) as follows.
e).Correspondence from AKA accredited Officials must, in the first instance, be forwarded to the relevant State Office for further distribution.
Moved QLD Seconded NT Motion carried unanimous.

National Officials Committee phone hookup to be held on 22nd October, 2013 7.30pm AEST.

Australian Karting Association Inc

# *Technical Committee*

## Friday 16th Saturday 17TH & Sunday 18TH August 2013

Venue: The Sebel Surry Hills 28 Albion Street SURRY HILLS NSW
Date: Friday 16th Saturday 17th & Sunday 18th August 2013

AKA Technical Conference
Agenda Items

**WA Item 1 Carburettor venting**

Confusion resulting from Addendum No. 9

On 24/1/13, Version 7 of the Rotax rules came out, with rule 15.13 reading as follow:

"Float carburettors must have a catch tank (minimum 100ml) included in the carburettor vent system to catch surplus fuel in the event of the carburettor flooding, as per rule 22.04 of the AKA Manual."

Then on 20/2/13 addendum 9 was released which, amongst other things, indicated the removal of Rule 22.04 Overflow Bottles which pertained particularly to carburettors and changing Rule 22.03 Fuel Container with the addition of the overflow bottles (presumably relating to the fuel tank only) However, maybe it was considered that a float carburettor is a "fuel container" and this might have made sense.

However on 26/2/13, a press release from IKD reads as follows:

"At the AKA meeting held last week, the NKC have agreed to allow us to run to "World Rules" in regards to the overflow tubes on Rotax carburettors. This is great news and means that competitors will be able to simply run the 180mm black tube that is supplied with Rotax engines from new and there is no longer the need to worry about these overflow tubes going into an overflow bottle etc."

More confusion and subsequent potential misinterpretations. We consider this to be a mess and needs to be resolved, taking into account the following:

1. As CIK KZ Tech regulations indicate nothing about float carburettor venting etc and with Rule 22.04 being deleted, then can we assume that these can run with NO vent lines/overflow bottles, allowing fuel to potentially spill out onto track? Ditto for other engines running float carburettors in the Open class
2. If the Rotax world rules refer to Rule 22.04, which has been deleted, what does this mean?
3. Do we believe the release re.a new fuel line (with no overflow bottles), as this didn't come from the AKA, but from IKD? IKD surely cannot release informal/rules outside of the AKA system or can they?

This needs to be tidied up asap.

Recommendation

**Leave Rotax as is – Rotax vent tube without catch bottle as per technical Spec Version 8.**
**KZ2 – Les Allen to resolve with CIK Technical (Richard Erdmann) to have consistency with CIK rules.**
**Unanimous.**

**WA Item 2 Walbro carburettors**

Confusion regarding Rule 25.26.1.d) and Rule 25.26.i) B

Recently some Walbro carburettors have been deemed illegal in Victoria, relating to an interpretation of this rule. At a subsequent hearing, it was stated that the carburettor "did conform to the rules", but in the opinion of the STO that it was "illegally machined", the charge being under Rule 5.01 (o). This has created all sorts of uncertainty and many engine builders are now completely in the dark as to whether "their" carburettors are illegal or not.

This needs to be clarified for once and for all. The rule reads as follows:

"As cast (area will extend from the front of the carburettor to the progression discharge jet which must have all or portion of this jet in the cast area.)".

The actual machining on the carburettors in question was as follows (see also adjacent picture):

1. Enlarge the hole size of the progression jet. This has been clearly done by drilling, resulting in a round (ie circular) hole as was originally the case with the original factory supplied carburettor. This modification is allowed under Rule 25.26.1 d).
2. Enlarge the machined throttle bore from Ø25.4 to within the maximum allowable of Ø25.7 (as allowed under Rule 25.26.1.i).C).
3. Increase the depth of this machining such that it breaks though the progression jet hole, but still retaining a portion of this hole to be surrendered by the cast venturi bore (as allowed under Rule 25.26.1.i).B).

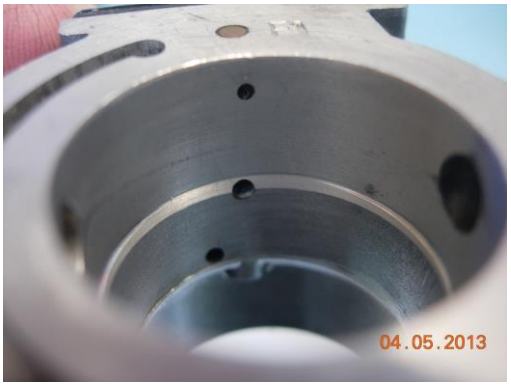
As such, it must be seen that such carburettors are legal and not in breach of any relevant rules. Things that need to be taken into account:

1. Consider deletion of Rule 5.01 (o)

2. Consider just how many Walbro carburettors have been machined through the progression jet over many years and there has been no issue to date. All done in good faith and to the current rules, that incidentally read exactly the same in the 1997 AKA handbook (and possibly earlier)
3. The AKA is suggesting that the National & Clubman classes are to be replaced with all new motors, so let's not consider imposing unnecessary costs on to the karters
4. The Rule 25.26.i) almost invites the machining in this area
5. The only beneficiary of a change to the rule to eliminate any such machining and forcing replacement carburettors would be Walbro.

**Recommendation**
**No further action.**

**Qld Item 2a : Walbro Carbies for Clubman & J**
When back boring the Walbro carburettor, the tool, usually a boring bar, will almost certainly have a radius on the cutting tip, and the angle may not necessarily be set exactly to 90 degrees. The size of the radius may vary quite considerably, as might the angle at the base of the back bore. A great variety of radii and angles have been used for 20 years or more, and quite a number of engine tuners have been incorporating these variations. Alter the following rules from :-




KTJ 1.10 & KTS 1.11 Carburettor:

(a) It is permissible to machine the Walbro carburettor body to
(i) conform to dimension E
(ii) conform to dimension C
(iii) accept an O ring for the low speed jet and throttle shaft.

To now read
KTJ 1.10 & KTS 1.11 Carburettor:
(a)It is permissible to machine the Walbro carburettor body to
(i) conform to dimension E
(ii) conform to dimension C. The radius and angle at the end of the machined back bore are non-tech.
(iii) accept an O ring for the low speed jet and throttle shaft.
**Recommendation**

**No further action required, however alter 25.26(j) in part as below.**

25.26 (i) No internal inspection required, i.e. covers will not be removed and only external measurements and visual inspection taken.

To now read
25.26 (i) No internal inspection required, i.e. covers will not be removed and only external measurements and visual inspection taken **during post event inspection**. **Where internal inspection is required, the carburetor will be impounded for further inspection by a State Technical Officer.**

Moved TAS, Seconded NSW. Unanimous

**NSW Item 2b – Comer SW80 Carburettors**
Karting NSW recommends the addendum regarding the Comer SW80 carby be rescinded and reworded to reflect the modification of new carbies to confirm to the original carbies.
**Recommendation**
**Leave as is. Moved SA, seconded TAS. Carried.**
**Vic Item 2 c: Chapter 25 Rule 25.26**
Discussion – chamfers – over hole's. Has the surface area been increased?
Should all chamfers be concentric to back boring?
We should have in the rules what we can do – if it is not in the manual then you cannot do it.
**No further action required.**
**WA Item 3 Crankcases**
Confusion regarding Rule KTS 1.09
A national championship win in 2012 was lost based on a technicality relating to crankcase machining. The adjacent picture shows a standard crankcases (on the left) and the "claimed illegal" crankcases (on the right). The obvious difference being the increased diameter of the crankcase mouth.
Rule KTS 1.09 states "All machined surfaces may be re-machined as long as engine is within any other specifications within the rules". This mouth is machined from the factory. Nowhere in the rules is there any reference to this in terms of size, shape etc.

This went to a tribunal in late 2012 where it was appeal was lost. So now, we are in a position where the rulebook says one thing, but a "technical opinion" can seemingly override this to the detriment of the karter in question and, ultimately, the AKA in general. Why have rules where someone makes changes, clearly within these, rules yet be penalised for something deemed to be illegal?
**Recommendation**
**No further action. Moved NSW. Seconded TAS. Unanimous**

**WA ITEM 4**
New rule
The above 3 (WA 1, 2 & 3) agenda items indicate a fundamental flaw in the AKA technical procedures relating to a perceived illegal component. The key feature of a required procedure is that if a competitor can reasonably argue (not just in front of a technical inspector, but also an independent steward) that a component is within the rules, then that component should be bagged, photographed etc and this evidence be circulated to all the STOs for their comment. Under these circumstances, no charges could be laid. Such a basic (and draft) procedure could read as follows:

1. A particular component is identified by an inspector, that in his/her opinion might breach the rules.

2. Competitor (or representative) presents their case as to the legality of the subject. A steward(s) make the call based on input from both parties. If there is any, even slight doubt re the perceived illegality, the steward initiates that the component (and/or relevant information) be circulated to all the STOs along with a (subsequently supplied) written argument by the competitor.
3. The NTO coordinates this and the responses from all the STOs such that a majority decision can be made.
4. Should the decision go against the competitor, then they are appropriately charged
5. Should the decision favour the competitor then any placings by the competitor etc are retained.

6. Should there be any perception that a rule be read in any other way than clearly and unambiguously, then that rule must be immediately rewritten and an addendum released. This would apply to both a scenario as above, but also in any hearing or tribunal where there is argument re the interpretation around a rule.

Importantly, Rule 5.01 (o) must be removed. This seemingly goes against fairness to the competitor and gives unfettered rights to an official to be able impose an opinion that may be in contrast to what the rules actually state. This is key to the above procedure.

If we don't have some checks in place, such as the above, then we can be seen as potentially a questionable and flawed organization that is (or at least can) be doing a disservice to our customers, the karters.

**Recommendation**

**No further action. Moved NSW. Seconded TAS. Unanimous**

**Qld Item 4a : Technical Infringements Rule 5.01(o)**

At the present time, the stewards rely on the opinion of Technical Inspectors and Scrutineers in deciding compliance or not. Rule 5.01(o) negates any defence on the part of the competitor. It relies totally on the opinion of the official. This completely denies a competitor a fair hearing.

Even in the event that several other officials may deem an item to be compliant, it only requires the opinion of the one official at a hearing who considers an engine, part or accessory to be non compliant to gain a conviction.

Change the current Rule

5.01(o) Use an engine, part or accessory which, in the opinion of the officials, is illegal under these rules or has been illegally modified;

To now read:

(o) Use an engine, part or accessory which does not comply with the relevant Technical Specifications.

**Recommendation**

**Leave 5.01(o) as is. Moved TAS, Seconded VIC. Unanimous**

**WA Item 5 Scrutineering form (Last revision 2007)**

Suggested changes are as follows:

2. Rule 25.17 (f) needs to be changed to Rule 25.17.5 (c)
3. Rule 25.17 (e) needs to be changed to Rule 25.17.5 (b)
4. Rule 22.04 (f) needs to be changed to Rule 22.03 or whatever after addressing WA AGENDA ITEM 1
5. Rule 13.10 log Book. We don't have one now and this ruler currently relates to Disabled Drivers.
6. Remove section relating to make of engine or engine number as these have effectively been superceded with the use of bar coded seals. Possible revenue the Chassis and Muffler tag number sections as well.

**Recommendation**

**Refer to Admin. Unanimous**

**WA Item 6 Rule 25.31.4**
Cameras on Karts
Remove “(if over)”, to imply all cameras must be secured
**Withdrawn.**

**QLD Item 6a. Rule 25.31.4**
Cameras on Karts
Remove "(if over 100gm)",
Reason - to ensure that all cameras must be secured and not become missiles
**Withdrawn.**

**WA Item 7 Rule 25.19.3**
Weight
Remove sentence “Large widths may require additional high tensile bolts” as this is covered in 25.19.1 and it also has a typo.
**Withdrawn.**

**WA Item 8 Rule 26.04**
Step 3. Port Timing Check.
Remove the “Ø” symbol or use it everywhere in reference to the 5 mm pin.

**Qld Item 8 a Rule 26.04**
Step 3. Port Timing Check.
Remove the "Ø" symbol
Reason - unless used everywhere to describe the 5mm it should not be used
**Recommendation**
**Remove “Ø” .Moved QLD. Seconded NT. Unanimous**

**WA Item 9 Rule SW1.04.4 Cylinder head**
Add “a minimum of” in the first sentence.

**Qld Item 9 a . Rule SW1.04.4 Cylinder head**
Add "a minimum of" in the first sentence
Reason - Unless minimum is noted the rule means nothing

**Recommendation**
Change
SW1.04 Cylinder Head:
1. Must be an original Comer casting.
2. The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be non-adjustable and of aluminum material.
3. The combustion chamber style is required to have a squish band and chamber that are visually concentric to the spark plug.
4. Comer SW80 Cylinder head volume measurement to be 11.0cc using the AKA Comer SW80 cc plug gauge (Type 4). Refer to Rule 26.01 of the AKA Manual for the correct usage procedure.
5. The combustion chamber/squish area shall not protrude beyond the gasket sealing face of the cylinder head.
6. The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis. Helicoils and similar are permitted.
7. Spark plug must have a maximum engagement length of 12.70 mm (without the washer)
8. Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 23.00 mm.
9. The cylinder head ‘O Ring’ must be retained.

**To become**

SW1.04 Cylinder Head:
1. Must be an original Comer casting.
2. The welding and re-machining of the combustion area, gasket face and spark plug surface is allowable. Any additions/repairs must be non-adjustable and of aluminium material.
3. The combustion chamber style is required to have a squish band and chamber that are visually concentric to the spark plug.
4. Comer SW80 Cylinder head volume measurement to be **a minimum of** 11.0cc using the AKA Comer SW80 cc plug gauge
(Type 4). Refer to Rule 26.01 of the AKA Manual for the correct usage procedure.
5. The combustion chamber/squish area shall not protrude beyond the gasket sealing face of the cylinder head.
6. The spark plug thread may be repaired and shall retain its original position in relation to crankshaft axis. Helicoils and similar are permitted.
7. Spark plug must have a maximum engagement length of 12.70 mm (without the washer)
8. Maximum distance from sealing surface of spark plug to combustion chamber sealing face shall be 23.00 mm.
9. The cylinder head 'O Ring' must be retained.

Moved WA, seconded VIC. Unanimous

**WA Item 10 Rule SW 1.11 Exhaust**
Dimensional diagram Rule SW 1.011 of the muffler stinger shows an internal diameter of 18 mm, with an Area of Tolerance of +/- 1.0 mm. This would imply it could be between 17 & 19 mm. However in the Diagram in Rule SW 1.07 it indicates just Ø18. Further to this, Rule SW1.08.3 indicates a (conflicting) maximum diameter of 18.5.
This needs to be rectified.

**Qld Item 10a. Rule SW 1.11. Exhaust**
Dimensional diagram Rule SW 1.011 of the muffler stinger shows an internal diameter of 18 mm, with an Area of Tolerance of +/- 1.0 mm as per homologation #46. This would imply it could be between 17 & 19 mm. However in the Diagram in Rule SW 1.07 it indicates just Ø18. Further to this, Rule SW1.08.3 indicates a (conflicting) maximum diameter of 18.5.
Reason - self explained above

**Refer DPE submission.**
**WA Item 10 Restrictor plates.**
Suggest a new rule (eg Rule 25.33) that reads:
"The central hole in the restrictor plate must be sharp edged on both sides, typically as sharp as the other edges on that or other restrictor plates. It must be stock appearing"
Also suggest that any new restrictor plates be manufactured with, say a Ø3 mm hole, in the external tab to allow easier sealing in certain instances (eg Rotax).

Withdrawn

**WA Item 11 Rule 25.28**
Suggest that this be retitled "Ceramic Bearings and Coatings" and add to the text, "Ceramic coatings are permitted on brake discs, but NOT permitted on or in an engine or its necessary ancillaries including the exhaust" and also add "Any ceramic in spark plugs and ignition components is permitted"
**Recommendation**
**No action required**

**NSW Item 12– Ceramic Coating**
Clear guidelines to be provided by the National Body on this issue.

**NSW–Item 13 –Rewinding the 'J' Stator**
Relisting discussion on "J" Stator Rewinds
Reason: Reduce the costs to karters can be easily tested for compliance.
This item was forwarded to the NKC by the Technical Committee in 2012.
**Recommendation**
**Chairperson - David Kissock - has taken this on board to report back to the Tech Committee with more information prior to the August NKC meeting.**

**Qld Item 13a: J Stators –**
Rule KTJ 1.09 Ignition**:**
It is permissible to repolarise or remagnetise rotors. The older ignition stator is no longer available. Consequently, it makes good sense to allow stators to be re-wound. Provided that the coil resistance and the coil are otherwise maintained within manufacturer's specs, there is no real reason to deny competitors this service.
The coil would only be permitted to be re-wound by an AKA approved service provider.

Change Rule KTJ1.09 from:
(i) Must be external rotor type and OEM supply.
(ii) Both CDI and TCI ignition units and Stator Coils as supplied by Yamaha are eligible.
(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 spark plug lead, which can be repaired externally only.

To now read:
Change Rule KTJ1.09 from:
(i) Must be external rotor type and OEM supply.
(ii) Both CDI and TCI ignition units as supplied by Yamaha are eligible.
(iii) No modifications or internal repairs to the "black box/control module". The spark plug lead can be repaired externally only.
(iv)The stator coil/s may be repaired to OEM specifications.

**Recommendation**
**Moved NSW, seconded TAS. Unanimous**

**VIC - Item 14: Chapter 25.Rule 25.01 (a)**
Current Rule:
(a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum overall length of the vehicle shall be 1820mm without nose cone fitted. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.
(A) Alter to read:
(a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum overall length of the vehicle shall be 1820mm without nose cone or rear bumper (plastic or steel) fitted. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.
or alter to read
(B) (a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum overall length of the vehicle shall be **2100mm with nose cone or rear bumper (plastic or steel) fitted**. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.
Reason:Karts are longer than current measurement of 1820mm.
**Recommendation Option (B)**
**Moved SA, seconded NT. Unanimous**

**VIC Item 15: Crank Shafts**
**All engine crankshafts' can be hard chromed at bearing and seal surface (class specific)**
**Moved VIC, seconded NSW. Unanimous**

## *Vic Item 16: Chapter 25 Rule 25.26*

Discussion – chamfers – over hole's. Has the surface area been increased?
Should all chamfers be concentric to back boring?
We should have in the rules what we can do – if it is not in the manual then you cannot do it.

No further action required

**VIC Item 17. Parilla Leopard RL 125 engine**
Alter to read:
Heading:
RL 1.12 Ignition (for use in Leopard and Tag 125 class.
..... Ignition ( for use in restricted Tag 125 class)
Delete from RL 1.12
Ignition (for use in Tag 125 and Restricted Tag 125 Classes)
There are 2 types of ignition permitted:
• Selettra 4 pole, incorporating included charging system as supplied by manufacturer (this is the original type).
• IAME S.p.a. Selettra Digital-K "Key Start" Ignition System – This is the later type Ignition.

AND
Ch 37.02.2. Parilla Leopard RL125 with the Selettra Digital K Ignition (with the black ignition module) must use the "AKA L1"exhaust restrictor with max 23.00mm hole.
To be corrected – spelling of Digital in 37.02.3 37.02.7
Renumber 3 to 2, 4 to 3 and so on.
Effective 1st January 2014

**Moved VIC, Seconded TAS. Unanimous**

**QLD Item 18. Rule 25.19.3**
**Weights**
Remove sentence "Large weight widths may require additional high tensile bolts" Reason
- this is covered in 25.19.1.
**Covered earlier**

**Qld Item 19. Chapter 37.02**
It is compulsory that sealable nuts/bolts to be fitted on exhaust studs for restricted plate sealing.

**Recommended**
Alter minimum hole size 2mm to minimum hole size **3**mm.
**Moved TAS, seconded WA. Unanimous.**

Clarify the rule as 25 for Rotax engines where Chapter 25 describes a sealing nut as follows:
*A sealing nut is an extended head, cylinder or exhaust **nut** that has a minimum 3 mm hole through one end that will allow the fitting of an engine seal/tag. The **nut** must not be able to turn or be removed once fitted with a seal.*

**Qld Item 20 . Cylinder Restriction for Restricted TAG Rotax –**
Version 7 /2013 Rule 5.5.3
Cylinder 223 997 is only eligible for use in TAG Restricted class until 31/12/2013 in AKA competition. (Addendum # 7, 2011).

Reason - This class is entry level and has club activity status, there is no justifiable reason to have this cylinder removed and have those in these classes incur an unnecessary expense of $600+ to replace a perfectly useable item.

**Recommendation**
**Allow 223997 barrel to be used in TAG Restricted Class only.**
**Moved SA, Seconded NSW. Unanimous.**

**Qld Item 21 Adjustment of exhaust system**
It is generally understood that Rule 25.22 does not allow for the adjustment of the exhaust system while a kart is being driven in a race. By that, it is understood that the length of the exhaust, or the position of any part of the exhaust, cannot be moved or adjusted. It is unclear whether this applies to exhaust power valves, which generally have an adjusting mechanism. The intention is that this is set prior to proceeding onto the track, and is not adjusted while under way.

Change Proposed :-
Rule 25.22 Exhaust Mufflers:
1. General / All Classes
(a) All karts must use exhaust mufflers and comply with noise regulations as per Rule 24.2.
(b) No device capable of being moved whilst racing is permissible in or on the exhaust.

To now read
Rule 25.22 Exhaust Mufflers:

1. General / All Classes
   (a) All karts must use exhaust mufflers and comply with noise regulations as per Rule 24.2.
   (b) No device capable of being moved whilst racing is permissible in or on the exhaust, or the exhaust system. Power valve spring tension may not be altered by external adjustment while racing.

**No further Action.**

**QLD Item 22 : Rule 26.01.8**
The method of rinsing an engine which has failed a CC test was changed for 2013. While the new method specifies that the engine must be left for a minimum of 10 minutes, we are finding that even after 20-30 minutes, the cylinder will still appear to be damp, even when a fan has been blowing toward the exhaust port.
Therefore, we need to return to the previous method, which worked well for many years. However, the rinsing must be carried out by a Technical Inspector, in the presence of the competitor or the competitor's representative.

Change Rule 26.01.8 from:

To clean out measuring fluid after failure of first test and before commencement of second test, PULP to be poured into cylinder, rinsed out twice then left for a minimum of ten (10) minutes with the piston turned to open the exhaust, therefore, expelling excess fluid. Cylinder Head and Engine Seal is not to be removed prior to any CC test.

To now read:
To clean out measuring fluid after failure of first test and before commencement of second test, PULP to be poured into cylinder, motor to be rinsed and blown out twice by inserting air hose into spark plug recess and turning piston to open exhaust, therefore, expelling excess fluid. This must be performed in total by the Technical Inspector in the presence of the competitor or his/her representative. Cylinder Head and Engine Seal is not to be removed prior to any CC test.

**Recommendation that method be changed as above**

**Moved Qld, Seconded NT. Carried**

**Qld Item 23 : Discussion Item**
Do we need to consider E85 blended fuels for competition?
Yes or No? If not, why not?

**NT Item 24: Chapter 22 Fuel**
Advice received has indicated that E85 will show up on current fuel testing equipment as an illegal fuel. This is not information that is readily available to the average competitor.
Given the penalty for illegal fuel is quite severe, to prevent a competitor from inadvertently using this type of fuel and running the risk of suspension we propose the following change:

Insert new rule 22.02 3 (e) – E85 fuel is not approved by the AKA and is not permitted for use.
(or words to that effect…)

**No further action required.**

**NT Item 24: 25.06 Nose Cones**
The KG FP7 style nose cone as fitted to a significant number of 2012-2013 karts (including all current DPE/Monaco) has protrusions that do not comply with the maximum width diagram when certain karts are run with a narrow front track.

The suggestion is that for karts greater than 100cm wheelbase, nose cones must either be CIK Homologated, or comply with the diagram as below.
For karts less than 100cm wheelbase, nose cones must comply with the diagram (as cadet/rookie karts all have a suitable width cadet nosecone available).
Discuss...

**Recommendation**
**Obligation on supplier to provide compliant equipment.**

**NKC Item 28 (CARRIED OVER FROM THE NKA TELEPHONE HOOK UP.)**
Speedway Addendums proposed for the 2013 Karting Manual.
Both speedway clubs – CCSKC and NSWSKC – have conferred with their members and committees and are proposing the following two changes to the 2013 Karting manual –
14.1 Change the following specification for the Speedway KT100S Modified Class –

**44.10 Special Class – Senior Yamaha KT100S Modified**
**Eligible Engines**
All, air cooled only, models of the Yamaha KT100S are eligible for use.
**External Modifications**
External modifications, which do not in any way affect a performance gain are legal.
**.....**

**Non-tech Items**
Unless otherwise specified, non-tech items include bearings and cages, crankpin, fasteners, gaskets, piston and rings, header pipe, seals, piston pin, spacers, washers and spark plug.
**Displacement**
Maximum bore and stroke including 5% tolerances are:-
(i) Bore – 53.85m
(ii) Stroke – 46.13mm

To the following -
**44.10 Special Class – Senior Yamaha KT100S Modified**
**Eligible Engines**
All, air cooled only, models of the Yamaha KT100S are eligible for use.
**External Modifications**
External modifications, which do not in any way affect a performance gain are legal.
**Non-tech Items**
Unless otherwise specified, non-tech items include bearings and cages, crankpin, fasteners, gaskets, piston and rings, header pipe, seals, piston pin, spacers, washers and spark plug.

**Displacement**
Maximum bore and stroke including 10% tolerances are:-
(i) Bore – 55.00mm
(ii) Stroke – 46.13mm

Amend bore to 55mm including a 10% tolerance.
Addendum to be effective 1st August 2013. With implementation date of 1st August 2013.

Reasons:
a) to correct typo – should be mm
b) both clubs have followed this through at request of their members to allow consistency across all Karting organisations running these engines
c) this will allow further drivers from other Karting organisations to also participate in AKA events
d) it will allow competitors to continue to rebuild engines for longer, thereby helping to reduce costs
e) See below supporting email from Strike products
f) Implementation date has been selected to not disadvantage those who have just rebuilt engines, and to enable engines meeting this new specification to be available for special Speedway meetings starting in August.

From: ken@strikeproducts.com.au
> To: baines_wayne@hotmail.com
> CC: steve@kingracing.com.au
> Subject: STRIKE's piston position for AKA speedway
> Date: Thu, 31 Jan 2013 08:27:15 +0800
>
> Wayne,
> Thanks for your time this morning re the Ø53.85 maximum bore size for
> KT100S.
> Currently the available rings (from St George) go up to 53.50 with nothing
> until 54.0 at which point there are lots of sizes, typically 54.25, 54.50,
> 54.75 & 55.00(giving around 110 cc).
> We currently supply other forms of dirt karting, eg AIDKA, NASA & SKAA that
> do permit a bore size of up to around 55.0 mm. For these, we can supply
> nominal sizes, or, as is often the case, to a particular size usually within
> 0.01. This gives the barrel an almost unlimited life.
> For ease of competitors that race under multiple associations, changing the
> maximum piston size will allow engines to be compatible across all
> associations.
>
> Because of this situation, we feel it would be a relatively simple matter
> for the AKA to consider a rule change (via an addendum) to allow the maximum
> bore size to go from 53.85 to 55.0.
>
> We do recognise that this might not be something that could be implemented
> immediately for the reason that many of your AKA karters have just freshened
> up their motors (within the Ø53.85 rule) for the coming season and might be
> disadvantaged by others running larger bore engines.
>
> Please feel free to contact ourselves if you need any other information.
>
> Thanks
> Ken Seeber
> 08 9303 4915

☐ This item to be presented to the committee conference.

**Recommendation**
**Requested maximum sizes accepted.**

Moved NSW, seconded TAS. Unanimous

**NSW Item 25 – All Committees – Karting Expo : Discussion Paper**

The following paper is prepared for the discussion , contribution , addition or deletion of the following ideas in the interest of promotion and enhancement to SHOWCASE the sport in a major EVENT by every sector involved in Karting .

Title : Karting Expo or
Australian Karting Show or
Motorsport Careers Day or similar

Venue : Suitable Kart Tracks eg . Eastern Creek Complex using all Facilities including Public Hire Karts During the EXPO

Frequency : Rotational . Depending on success of the first event .
Perhaps only once every 2 to 3 years per state ?

Invitees :
National Office
State Office / s
All Clubs and Venue Club
Host Club of the next Australian Title
All Karting Media and Marketing
ARDC / Cams / FIA rep / CIK rep
Police Media and road safety committees
Speedway Australia / ANDRA / Motorcycling
V8 Supercar / Formula Ford / Formula Vee and similar
All Local High Schools / Vocational Guidance
Local Primary Schools
TAFE Motorsport and allied courses
University Engineering Depts.
Local Radio and Television eg. Sunrise Program 7
Local and Metro Newspapers
Local Minister / Mayor / Councilors
All Karting Industry : Manufacturers / Importers / Retailers
All Karting Ancilliary Suppliers and Services

Displays and Demonstrations by :
CIK Competitors in all classes Static and on Track
Pro Tour Competitors in all classes
KIDS Karts
Cadets Rookies and Juniors in all Classes
Senior Karters in ALL Classes
TEKA and Endurance Karters
Speedway Karters in all Classes
Vintage Karters ( Old Farts Only )
Industry Displays : Explained Further
Local SWAP MEET for all types of Karting equipment
Cams Superkart clubs

CONCEPT :

Using a planned date that coincides with say the last day of school prior to school holidays AND THAT WEEKEND all Karting Industry Participants have ready on show all their goods and services for demonstration to the general public with a target audience of new and potential Karters . Local High schools be invited to attend.

THEMES :
A focus on driver education and safety.
A focus on motorsport career opportunities.
A focus on family sport.
A focus on engineering and trade skills.

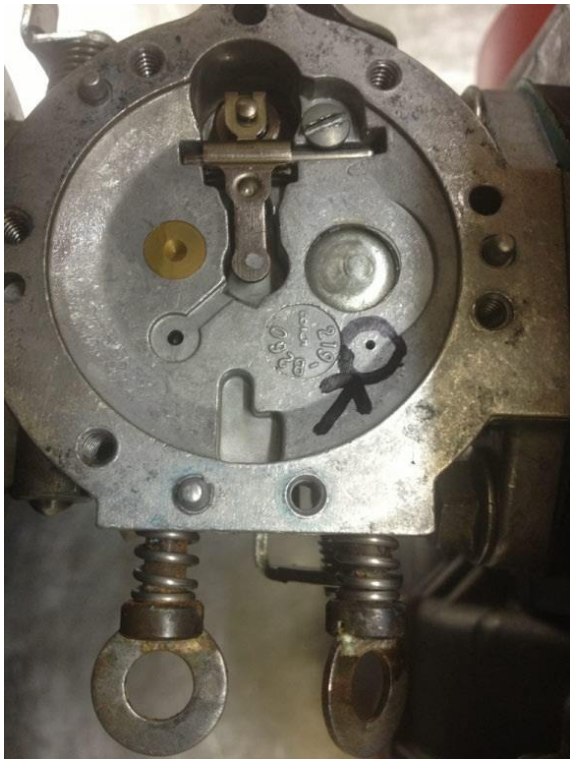
Trade exhibits and bookings taken for test drives of Karts ( fees and track hire ? )
Displays of new kart models by manufacturers / importers
Trade sales of demonstration and show equipment
Sample bags and product information to be given to the public
Clubs , State and National office to display and sell product eg tools , restrictors , manuals , club memberships , licences , old rule books free etc.

Displays of say Fuel & Tyre testing , Engine dismantling , Kart maintenance , Junior development camps , Driver training camps , Ladies Day and special Events .
Tyre fitting competitions involving the public and competitors sponsored by tyre contractors .
Celebrity Karters vs Public for charity ??
Helmet painting displays and prizes.
HUGE SWAP MEET on the weekend supporting the host club say $10 per vehicle
Coffee Vans and Kids amusements
Kart Trailer Manufacturers Displays and sales
Invitations and FREE passes to the next Australian Title by the host club
Magazine , Photographers , Publishers displays and sales
Hire karts running all day for the general public.
Displays of the latest technology and gadgets used in Karting and sales
Displays of the latest suits , helmets , safety gear etc and trade show specials !
Meet and photos with celebrity Karters eg Winterbottom , Whincup , etc .
Full working Karters Clinic
Displays by Trophy shops ( more to target clubs )
Police Radar Gun of Track Speed and Highway Patrol Car display
Speedway Australia Scholarship and awards for Karters
Speedway opportunities for Karters eg Legend cars / Sprintcars / Sedans etc
Karting Officials Training to prospective Flaggies / C of C / Stewards / Starters etc
Sponsorship Training by recognised experts .
Obviously there is lots more to add but you get the idea ??
It is envisaged that all participants be granted FREE access to the event in RETURN for MASSIVE MARKETING EFFORT promoting the event , FREE giveaways and prizes , coordinating test drives and displays of the team drivers , promotion of the tracks hire facilities for the duration of the event and supporting the AKA . The AKA would own the EXPO and generally give all of KARTING a boost!

**Recommendation**
**Tech Committee entirely support this concept. Refer to NKC.**

**Late Items**

**Comer Carby**
There is evidence of the comer carby having been drilled in the low speed circuit. The hole is typically enlarged to approximately 1.0mm.



This hole is factory drilled at 0.028" (0.71mm). The drill size is #70.
We need to specify the maximum size, typically must not pass a 0.75mm pin (0.0295"), or be specified as to not pass the shank of a #68 drill. The nominal size is 0.031" (0.787mm), but the shank diameter may be slightly less, typically 0.0308" (0.782mm).

**Recommendation**
**Testing being carried out. Review after testing**

**More Comer - From DPE**

**July 8, 2013**

## Clarification and Proposed Rule changes for Comer Technical specifications

### Preamble

The preamble refers to the "Comer SW80 engine as approved by the AKA". We should point out that the SW80 is a unique specification developed specifically for the Australian market however we have heard of instances where K80 or W80 engine have been imported from the USA or Europe and then some of the components are changed to comply with the AKA regs. The components that need to be changed to comply with AKA specs vary depending upon which country the engine is originally from but can include the cylinder, crankshaft and cylinder head.
The loss of a few sales due to these imported engines is not a big issue however, in my opinion, the perception and innuendo relating to these "imported" engines is potentially damaging to the class. It promotes the perception of "have's and have not's" and as such it would be better if this issue was addressed.

**Change**
Add – All engines must have serial numbers with a prefix of "S" stamped on the crankcase.
Reason – Reduced innuendo regarding imported engines.

*Noted*

**Change -** Replace current table of weights with updated version below.
Reason – Clearer clarification of components and weights.

**SW1.02**
**Weight in Grams**

| | | | |
|---|---|---|---|
| USA spec. piston including 2 x rings | 93 - 98 | Little End Spacer( each) | 2 – 4 |
| Piston ring ( each) | 3 - 4 | Complete Crankshaft & piston. ( incl. 2x rings, 2 x LE washers, LE Cage, piston pin and 2 x circlips) | 845 – 861 |
| Piston pin | 19 - 23 | Flywheel complete | 645 - 675 |
| Piston Pin needle bearing | 6 - 8 | | |

**Recommendation**
**Accept proposed revision. Moved NSW, Second TAS. Unanimous.**

**SW1.05.1**
I have no knowledge of the HL-326 Carb. DPE's records date back to 2001 and I am confident the Comer has been supplied with the HL-166B carb. since this time.
"All screws etc to remain as supplied by the Manufacturer " – is this required? Another karting wholesaler sells a slightly different model HL-166B carb and it could possibly be that these others carbs do not comply but we are talking about screws etc. Does it really matter about the screws ?

*Withdrawn*

**SW1.05 3**
Add - ***The Airbox adapter shall have a*** maximum airflow opening of 25mm.
Reason – Improved clarification as although SW1.05.2 refers to the airbox adapter, there is no reference to this in SW1.05 3, so it is unclear.
Note drawing is illegible
**Recommendation**
**DPE to provide clear documentation of drawing.**
**Moved SA, seconded NSW Carried**

**SW1.07**
This rule refers to the Exhaust gasket and Manifold gaskets but included is an (illegible) drawing of the Exhaust muffler. In addition the reference to the 0.15 mm tolerance is confusing and in conflict with SW1.08.3 and SW1.11.
Change- Remove drawing and define what tolerances apply to gaskets, if any.
Reason – Drawing is illegible and tolerances conflict with SW1.08.3 and SW1.11
**Recommendation**
**Remove drawing of muffler on page 5, and bring that drawing up to date to substitute it for the drawing on page 7.**
**Moved WA seconded VIC. Unanimous**

**SW1.08 1.**
Engine must be run with muffler (Part No S060 -5500 07 )
Change – Part No. to S060 – 034 - 01
Reason – wrong part no.
**Recommendation**
**Remove part number. Add 'Must be OEM.'**
**Moved QLD, seconded NT. Unanimous**

**SW1.08 3.**
Maximum stinger dia. is stated as 18.5mm but SW1.11 drawing states 18 mm +/- 1mm.
The SW1.11 drawing with the tolerance of +/- 1mm dates back to the 1989 AKA Manual.
Care must be taken as if the 18.5mm maximum is agreed upon, this could potentially mean that many mufflers are non-compliant.
Do we want to force karters to buy new mufflers ?
Reason – Conflicting rules requiring clarification.
**Recommendation**
**No further action. SW1.08.3 is correct.**

**SW1.09 Ignition**
Bosch–Ducati has advised Comer that their ignition system will no longer be available. Comer has an alternative system which we will homologate as soon as possible. Comer has assured us there is no difference in performance.
**Noted.**

**SW1.10**
Change - Remove Part no. S60 9690 02 , Replace with S060-022
Reason – Wrong part No.

Add : 125mm "Min" dia.
Reason – Without Min, it is an absolute dimension.
**Recommendation.**
**Remove part number. Add 'Must be OEM' and Add 'minimum' after 125mm.**
**Moved TAS, seconded SA. Unanimous**

**SW1.11.**
Dimension of stinger from Exhaust drawing
Decision needs to be made which is correct, 18.0 +/- 1.0 or 18.5 max ?
Reason – Conflict with Rule SW1.08.3

*FYI - here is the chronological sequence of the Comer exhaust measurements in the AKA regulations.*

The drawing that is on the website dates back to 1989 or perhaps earlier (11 or more years **BEFORE** DPE became involved with Comer) when there was no Midget class, they were used in Rookies. In the original drawing the tolerance is +/-1mm
The drawing on the AKA site today is the exactly the same one.
The drawing and its details in the AKA manual have changed quite a bit over the years

- 1989 - 2000 Drawing is in the AKA manual with 1mm tolerance
- 2001 No drawing in AKA manual
- 2002 – 2003 Drawing but no tolerances
- 2004 Drawing, no tolerances and volume removed
- 2005 – 2010 Drawing, no tolerances, outlet pipe defined as **18.5mm** max.
- 2011 - Now Online with potentially three different measurements.

We need to keep in mind; the muffler is a pressed steel and welded item, so it is not practical to have tolerances that are too tight.
**Dealt with above.**

### *Qld Item - Tyre Flexer*

At the 2013 Queensland Championships, we were introduced to a tyre flexer. There were 4 cadets pitted together, and they had a machine driving 1 powered roller, and 2 idler rollers, so that considerable load was applied to the tyre. This was run over several minutes, so as to soften the side walls of the SL1, so that they would be in effect broken in prior to qualifying. The argument being that the process was no different to inflating to 6PSI, and running several laps on the track – a common practice with used tyres.
We could ban the procedure, but that merely means that they will operate the machine back at their lodgings out of sight.
Comments!!!!

No further action required

### *Side Pod Bars*

Can they be Aluminium alloy?

No further action required

**Wheel Balancing**

25.19.5. No ballast weight to be attached to steering components and rotating parts.
Are you serious? It is illegal to attach automotive balance weight to wheels to correct out of balance?
A balance weight is just that - a balance weight - NOT ballast.
**Ballast weight** is something that is added to a race car to alter its performance.
In most racing series, cars have a minimum weight. Often, the actual weight of the car is lower, so ballast is used to bring it up to the minimum. The advantage is that the ballast can be positioned to affect the car's handling by changing its load distribution. This is near-universal in Formula 1. It is also common in other racing series that ballast may only be located in certain positions on the car.
In some racing series, for example the British Touring Car Championship, ballast is used as a handicap, the leading drivers at the end of one race being given more ballast for the next race.

**Recommendation**
**Moved SA, Seconded VIC, adhesive wheel weights are acceptable for balancing wheels only. Carried**

1. Air filter element.
Rule 25.24-(h) Change to read: "The rubber adaptor is black in colour and the filter can be either blue or yellow".

Reason: The Yellow dirt spec filter is finer and keeps the dust/dirt out of the engine better in dusty conditions. As the filter is finer there is no performance gain.

Hanz is familiar with this one at the States in Bunbury last year.

**Recommendation**
**Alter R25.24(h) to read**
The rubber adaptor is black in colour and the filter can be **either blue or yellow".**

**Moved WA, Seconded QLD. Carried**

**2. Open performance class**

Rule 42.02. 2. Change to read "Single or Two engines"

Rule 42.03.2 Change to read " 255cc total cylinder volume where two 125cc TAG style, AKA registered engines are used together"

Reason: The current rule limits the engines to be of the same type, whereas the proposed changes give the freedom to allow different types of motors, eg; one RL Leopard and one Rotax Max. This would make it the same as with people using different types when running two 100 cc engines. This would give some freedom to these karters to use what engines they may have rather having to go and buy an engine matching the one they already have.

**Recommendation**
**No action required**

**Chris Dell Submission - Fireball Cylinder Length**

| | | | |
|---|---|---|---|
| *To:* | ***AKA National*** | *Ref. No.:* | ***CD9495*** |
| *From:* | ***Chris Dell*** | *Date:* | ***1/7/13*** |
| *Attention:* | ***Technical Department*** | *Pages:* | ***2*** |

Dear Technical Department

In 2007 I put forward a submission for the set cylinder length of the PRD Fireball to be removed. This was done to allow cylinders where the liners settle to be repaired. Attached is a copy of the submission. The submission was approved by both technical and the NKC.

Since that time the cylinder drawing including the measurement for cylinder length has been reinserted into the rule book. I am assuming this is a mistake. I would like to request that the cylinder length is removed from the drawing or the drawing is removed altogether.

I would also like to request that following is inserted into PRD1.01

PRD1.01 Cylinder

Must be OEM, All ~~ports and~~ passages are cast finish except some pre existing factory removal of flashing. No modifications to the ports accepted.

Regards

**Recommendation**

Wording change in table to be amended as above. Lower image on page 4 to be removed.

**Moved TAS, Seconded NT. Unanimous.**

**Fireball PTG Rod**

Current PTG gauge is not correct.

Recommendation

Alter TDC to Exhaust Opening from 38.30 min / 38.80 max to **37.45** min / 38.80 max. in table under R26.04.

**St George Kart Centre has agreed to pay for manufacture of 100 PTG Rods.**

Moved TAS, seconded VIC. Unanimous

WA – KZ2 class chapter to be included in the manual.

**Recommendation**

**Refer to IKC committee. Moved SA, Seconded TAS. Unanimous.**

GENERAL BUSINESS:

NSW Item 1
Chapter 46 – Required changes for 2013 as approved by the Committee of TEKA, August 2012
(Document attached)

ITEM 2 NSW: Sporting Clubs Guide to a Safe Workplace
Australian Sports Commission released Sporting Clubs Guide to a Safe Workplace.
http://www.ausport.gov.au/__data/assets/pdf_file/0005/526064/33004_Workplace_Safety_Guide_web.pdf

The guide and fact sheets can also be downloaded from the ASC website
www.ausport.gov.au/whs