

Australian Karting Association Inc

Track Committee **MINUTES**



Venue: The Sebel, 28 Albion Street, Surry Hills, Sydney.NSW
Date: 23rd / 24th June 2012

Commenced: 8.58am.

Present:

National Track Coordinator: Tom Nipperess

QLD: Peter Thomas,

SA: Graham Jensen

VIC: Ross Gathercole

WA: Mike Sully

NSW: Steve King.

Peter O'Neill (Chairperson)

Steve King_ Minute secretary

Apologies: Tasmania & Northern Territory.

Welcome and general introduction of agenda items.

Item 1 – VIC

Tyre barriers (Trac 1.08 1(a)(1) Rather than a number of tyres in height, specify the height of the barrier at 800 mm and where possible make use of race car tyres.

Reason...Road tyres are of inconsistent widths and become very untidy, leading to clubs needing to do more maintenance. Race car tyres are a much softer tread surface and would absorb the energy of being hit by a kart, with far less damage to the kart or driver.

Recommendation: Trac 1.08

The tyre barriers be constructed of similar size automotive or race car tyres (no commercial or 4wd tyres) securely bound in vertical stacks and longitudinally in a manner that forms a flexible structure. The tyre wall shall be constructed so as to curve away at the end of the barrier. Tyre barriers are constructed to a minimum of 600mm in height and by four stacks long, unless otherwise directed.

To be placed in definitions

(b). Separation Barrier – is a barrier designed to stop karts from short cutting the circuit.

To be placed in Trac 1.08(b)(i).

Separation Barriers are constructed to be a minimum of 200mm in height and by 4 stacks long, unless otherwise directed.

Moved: (NTSC)

Seconded: (WA)

Vote: Unanimous.

Item 2 – National Track

Discussion item.

What is the authority of the N.K.C. over the National Track Safety Committee in relation to track and /or driver safety. Forward to the National Executive for clarification.

That Trac 1.03 "Track density" as per Addendum 6, 02 February, 2012 be amended to read, "Track density can only be increased by a maximum of 4 grid spots on application and subsequent approval of the State Track Inspector, to ensure compliance to in grid and out grid".

Moved: NSW.

Seconded: QLD.

Vote: For:4 Against:2

Item 3 – QLD

Acceleration line – remove from rule book

Reasons :Why do we need one?

Causes problems at starts.

Disadvantages:, in big fields, karters at rear, as at some tracks, are not around corner when pole sitter crosses acceleration line, can now accelerate gaining an even greater advantage than just being pole sitter.

Delete rules below:

16.09 (iv) The starter will give the start signal as soon as he/she is satisfied with the formation. It is forbidden for drivers to accelerate until the front row of karts have crossed the yellow acceleration line painted on the track surface.

17.06 Acceleration Line

All tracks will have a yellow line painted on the track, at 90 degrees to the track edge, a minimum of 25 meters and maximum of 75 meters prior to the start line.

Item 3 was defeated.

Recommendation:

To adopt the rule change listed below.

TRAC 1.06 (4) Acceleration Line

All tracks will have a yellow painted line on the track, at 90 degrees to the track edge, approximately 25 metres prior to the start line. This line is the acceleration line. It is recommended to have a yellow witches hat either side of the track verge identifying the acceleration line.

Rule 17.06. ACCELERATION LINE

All tracks will have a yellow painted line on the track, at 90 degrees to the track edge, approximately 25 metres prior to the start line.

Moved: VIC

Seconded: NSW

Vote: For 3 – Against 2.

Item 4 – QLD

Define "Formation" at starts.

Reasons: At present the word formation allows starters a degree of interpretation. Some starters are of the view that as long as you are in your correct grid position even though you are outside of the kart in front you are in formation. Other starters are of the view that you must remain directly behind the kart in front to be in correct formation.

The word needs clarification.

Suggested solutions:

- 1) Make all tracks increase no-mans land so the distance between no-mans land and edge of track only allows 1 kart width.
- 2) Define that karts to remain directly behind each other until start signal given.

Recommendation:
No change required. Motion failed.

Item 5 - NSW
NSW Track Inspectors Handbook
Track Committee

Discussion on NSW Track Inspectors Handbook.

New South Wales to forward the amended version of NSW Track Inspectors Handbook to all State Track Inspectors and National Track Coordinator.

Item 6 - NSW
Starting Lights

Discussion on the height of starting lights.

Recommendation:

- (a). That starting/signal lighting shall be a minimum of:-
Incandescent light 150mm
Led Lights 50mm x 50mm.
- (b). When Flag/signal lighting is in use there must be a minimum of 2 Safety Observer or as directed by the State Track Inspector (Amend Rule 15.19).
Refer to Rule 4.16 (a).
- (c). Start lights are to be 3 meters above the track surface where they overhang the track refer to rule Trac 1.05 (7).

Moved: NSW.
Seconded: QLD.
Vote: unanimous

Item 7 - NSW
Continual Tyre Walls
Track Committee
Refer to agenda item 1. No Further action required.

General Discussion Items:

Parolin XSafety Barriers

That AKA Track Safety Committee investigates all types of temporary barriers:

- (a). Cost
- (b). Manufacturing Standards (Compliance).
- (c). Durability
- (d). Availability

Temporary Circuits

That the National Track Safety Committee to formulate the standards that will apply to Temporary tracks.

Letter from Infraworks Motorsport Services.

Discussed, noted and to be forwarded to National Executive.

Briefing by Mr. Bob Baker – Accident Statistics.
Discussed.

That National Track Safety Coordinator and all State Track Inspectors are supplied accident statistics on a quarterly basis from the National Office.

Moved: QLD.
Seconded: SA.
Vote: Unanimous

Grid Setup – Vic.
Grid set up discussed for electric start karts – local rules apply.

CIK Starts – Vic.
Standing Starts discussed. That the IKC Committee to consider the structure of the grid layout for standing starts , to allow more room per kart, for safety reasons.

Closing address by Mr. Craig Denton.

Meeting closed at: 1.20pm.