

# Australian Karting Association Inc

## National Karting Council Meeting

### AGENDA



Venue: Mercure Melbourne Treasury Gardens – 13 Spring Street Melbourne

Date: 31<sup>st</sup> March & 1<sup>st</sup> April 2012

(Saturday) 31<sup>st</sup> March - Commencing 9.00am - Finishing 7.00pm

(Sunday) 1<sup>st</sup> April - Commencing 9.00am -



AKA NKC MEETING  
AGENDA

31<sup>st</sup> March & 1<sup>st</sup> April 2012  
Venue: Mercure Melbourne Treasury Gardens –  
13 Spring Street  
Melbourne

Starting time: 9.00am

- 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 official recording for the purpose of minute taking by the minute secretary.
- 4- Accept minutes from previous meeting.
- 5- Business arising from those minutes
- 6- Pecuniary Interests declared:
- 7- Apologies

AGENDA ITEMS:

Carried over for previous NKC meeting:

AKA Executive Item 1.  
Governance update/discussion

AKA Executive Item: 2  
2012 Budget emailed out on the 1<sup>st</sup> February.  
Carried over from last meeting Peter O' Neill to discuss.

Questions from Victoria in a document sent out to NKC and AKA executive  
Discuss these items at the next NKC meeting.

AKA Item 3  
National Office Purchase (Peter O'Neill)  
Held over to the next NKC meeting.

NKC to take the proposal to their state council meeting for a decision.  
The cost supplied could be for a property in any state.

NSW: Item 4  
Memo to National Tribunal Recommendations Dec 11 (see attached)

NSW: Item 5  
CMS Access – National Office Staff

NSW: Item 6  
Tribunal Recommendations CMS 14<sup>th</sup> Dec 2011 (see attached)

NSW: Item 7  
AKA Low res version for the web site

NSW: Item 8  
Request for CMS special report

NSW: Item 9  
Memo to National re 5<sup>th</sup> Exec Position Jan 2012

QLD: Item 10  
Our TAG 100 drivers have asked for a change to the rules governing the Yamaha TAG 100 class (Chapter 35) regarding Wheels / Rims and the use of temperature sensors with the KT100SEC engines.

We would like to place the below items on the AKAQ Agenda for discussion. If agreed to, we would then request it forward as an agenda item to the NKC.

We would also like this to be forwarded to the State Technical Officer for comment.

**Rule 35.05 Wheels / Rims**

Front Rims: Edward Spoke F117S-5FUT only

Rear Rims: Edward Spoke R200-5FUT only

Wet Rims free when wet tyres are used

In the spirit of the class being a low cost alternative for club racing, lower cost options are available commercially and would also bring the ruling in line with a recent decision at the last NKC meeting regarding Midget/Cadet and Rookie rims, the club requests the rule be changed to the suggested following wording.

**Rule 35.05 Wheels / Rims**

Front Rims: Aluminium Rims of the same dimension as the Edward F117S-5FUT (*Dimensions to be supplied*). Rear Rims: Aluminium Rims of the same dimension as the Edward R200-5FUT (*Dimensions to be supplied*).

Wet Rims free when wet tyres are used

**Rule 35.08 Gauges**

Tacho and timing gauges allowed only. No temperature probes or sensors on head or exhaust.

The majority of tacho / lap timers commercially available have as standard a cylinder head temperature (C.H.T.) sensor between the spark plug and the cylinder head. Since we are aiming this class at new comers, Use of a CHT sensor could save an engine and still keep the class to the preamble of 'an out of the box, low maintenance class for the club driver. The club requests the rule be changed to the suggested following wording.

**Rule 35.08 Gauges**

Tacho and timing gauges with cylinder head temperature (C.H.T.) sensor between the spark plug and the cylinder head allowed. No temperature probes or sensors on or in the exhaust.

QLD Item 11

All competitors and officials should have equity of access to the Regulations and Rules. Currently, some regulations are in the Karting Manual and others are 'on line'. At some (many) tracks there may not be reasonable internet access, if at all, and some regulations cannot be accessed. Any cost saving in the production of the complete Handbook is, surely, marginal and the interests of the AKA would be better served by publication of all its Regulations and Rules in one, printed, document.

**It is proposed:-** That **ALL** Rules, Regulations, Technical Specifications, and Circuit Construction and Safety Standards of the AKA be included in the printed version of the Karting Manual/National Competition Rules, and that any and all subsequent addendums be included in the Manual of the calendar year following their introduction.

That all illustrations which form part of any specification included in the Handbook must be legible without recourse to a magnifying lens.

**Reason:-**

1) Part of the driver competition licence fee is used for the publication of a printed version of the rules of the association. Apart from any addendums introduced subsequent to the publication, and prior to the next reprint of these rules, they must be available without recourse to an internet connection i.e. trackside.

2) No official of the association, or a member club on behalf of that official, should have to publish, at their own expense, the rules that they have agreed to prosecute in the execution of their duties; more particularly the scrutineers and technical inspectors.

3) It is clear (pun intended) that many illustrations, which may also include dimensions, have been sourced from a much larger document and been reduced in size to fit the format of the Handbook. In doing so, many are now illegible either because of very poor reproduction or scale of size. Some have also been degraded because of repeated copying/publication of the pdf document, the integrity of which WILL be degraded because of the electronic file type.

**Refer to:-**

- a) R.H. illustration of 25.08, or,
- b) Circuit Construction and Safety Standards pages 10, 11 and 12, which are actually copies of pages 116, 117 and 118 of a previous printed edition of the Handbook, or,
- c) Comer SW80 Technical specifications, Pages 1, 2 and 3, all of which are illegible even when printed to A3 size, or
- d) BRP-Rotax-125cc Technical Specifications, page 3 illegible, pages 2 and 5 marginal when sized to A3, or
- e) PRD Fireball 125 Technical Specifications, all pages have illegible illustrations, or
- d) SQ Cheetah 125 Technical Specifications, all pages have illegible illustrations, or
- f) Yamaha (all types) Technical Specifications, all pages have illegible illustrations, or marginally legible if reproduced to A3 size.

**QLD Item 12**

**Motion -That the AKA National body purchase a set of suitable cameras to stream video from the course to the control tower for use at high level events**

The proposal is that the AKA investigate suitable equipment and purchase a set of cameras with ancillary equipment to stream video from the course to the control tower. This kit is to be used at all high level events nationally and to be supplied in a suitable set of carry cases with necessary weather proof housings, tripods, cables ,links etc.

The camera issue is held as being of great assistance in retaining stewards. It has the potential to:

Minimise arguments over decisions

Reduce the load on the officials

Reduce the resultant angst from making inadvertently questionable decisions

Increase the accuracy of outcomes

Provide customers (drivers) with a more consistent competition experience and a greater desire to continue in the sport and pay noms, membership, buy equipment etc

As a component of the proposal it is required that a trained video referee be appointed as a judge of fact to operate the equipment and respond to assisting the on-course officials with timely perspectives on incidents.

Qld Item 13

**Motion -That the on-course officials, once better supported by the video referee system, be more pro-active in initiating actions against drivers clearly in breach of the rules instead of delegating the task to other competing drivers.**

The lack of intervention by officials leaves the task to drivers, this results in rules breaches becoming interpersonal issues between drivers which are capable of flaring up and causing long term angst between families and teams. Given that in many cases the root cause of an issue is a single driver failing to obey the rules of the competition then it should not require the victim of the issue to lodge the complaint and become further embroiled in the issue. The level of severity at which this action takes place is acknowledged as remaining to be an issue of contention.

Understandably on-course officials are reluctant to black flag competitors where there is any element of doubt relating to an incident as the flag cannot be undone. Events unfold rapidly and what “appears to have occurred” is often different to what actually occurred, particularly from a different vantage point. The use of video allows for black & white caution flags to be used during the race with later follow-up if necessary via the video replay.

Similarly there must remain the ability of the Official to make a call based on the events at the time based on common sense and fair play, providing it is supported by factual reality. There is no desire to generate endless sets of rules specifying racing in fine detail. Much of what takes place as a problem is simply a lack of respect by some drivers for other competitors and a lack of action on the part of the sport to convey the message that the resultant behaviour is not acceptable.

Additionally, competitors should be held accountable for their actions no matter where they are located on the grid. Simply ignoring poor driving back in the pack allows the race to degenerate into little more than a demolition derby resulting in low customer satisfaction and high repair bills, neither being conducive to membership retention. The knowledge of being observed, and taken to task where necessary, is likely to assist with reducing the incidents of poor sportsmanship further back in the pack although it is expected that the pressure of being observed will slowly transform the general level of what is held by the community as acceptable behaviour.

QLD Item 14

**Motion -That the position of Starter be made a formal position requiring an official’s license and training**

The proposal is that the position of Starter:

- Be made a formal position requiring an official’s license and training
- Be controlled by a simple but concise set of instructions which shall clearly detail the starting procedure

Often the Starter ends up being who ever that can be roped in to assist on the day due to a shortage of volunteers. This can have a marked influence on the conduct of the day and results in lower satisfaction from the customer ( driver ) , particularly if there is travel or expense involved to attend the competition. The primary goal is to establish a uniform, reliable starting system which is consistent across all clubs

QLD Item 15

**Motion -That the procedure for clearing karts from the track be amended to place an onus on both Drivers and Officials to render the full track usable within a specified period**

It is proposed that section 16.16 of the handbook be amended so that the area relating to removing karts to a clear area be expanded to include:

- A stipulation for drivers to immediately move karts to a clear point which renders the track safe within the affected zone
- A stipulation for Officials to ensure that the drivers comply and that the track is rendered safe without shutting the section down with the continued use of the yellow flag

The handbook states that “If for any reason a driver is forced to stop his/her kart on or near the course, it will be his/her duty to place it in such a manner as to cause the least danger or obstruction to other competitors.”

Driver’s have been penalised (after the fact) within the existing rule for failure to comply however this does nothing for the other competitors still on the course during a race. The intent of the proposal is to amplify the duty of both the driver and the observing officials to render the course fully usable without impediment unless there is absolutely no means of rendering the area completely safe, a situation which is far rarer than the more common situation of a driver who simply fails to comply with the documented requirement.

QLD Item 16

**Motion :**

**That the current regulation 25.31 imposing restrictions on the use of on-kart cameras during official practice / competition be amended to remove paragraph (11) relating to the limitation on the total number of cameras fitted to a kart.**

**Discussion :**

If the limit was removed then ultimately the amount of equipment in use is limited by the existing camera weight restrictions.

Currently the number restriction precludes the use of multiple small devices for kart chassis setup analysis. The units have proven themselves to be useful for analysis of setup issues and pose no safety hazard when mounted in accordance with the existing guidelines. The Units referred to are commonly available low cost MP4 devices which are smaller than a box of matches and weigh 20g complete.

The use of the described equipment provides no direct performance advantage and merely supplements normal data gathering operations as provided by existing data logging equipment. The use of the equipment during official practice assists with setting up for away meets at new tracks when no other practice sessions are permitted.

The existing rule performs no valid or necessary function and as such represents the residue from an over reaction to the regulation of the use of cameras on karts.

**Argument / Counter argument**

Cost to the Karter – **Irrelevant**,

- The use of the item is optional
- The camera may be now sourced for less than \$20 on the net

Unfair Advantage in kart setup – **Irrelevant** Teams are already permitted to use

- Professional mechanics
- Professional coaches
- Professional engine builders

Unfair advantage in monitoring other karts – **Irrelevant** Other karts are already able to be monitored

- From the sideline at any point
- From existing kart cameras which fall within the rules

Unfair advantage in gaining track information when access is limited – **Irrelevant** other teams have already accessed the track by

- Having the track within their home area
- Flown in and practiced prior to the exclusion period

QLD Item 17

**Motion -That the AKA National body publish a clear code of conduct and engage in a process of education for drivers.**

The proposal is that the AKA publish a clear code of conduct and engage in a process of education for drivers, this is to include driving standards and standards of sportsmanship. Education is to be the priority over punishment, peer group pressure will eventually encourage conformity. The code must be clearly stated and consistently enforced.

Whilst we all accept that "Motorsport is dangerous", we should as an organisation exercise a duty of care to ensure that the activity is no more dangerous than it needs to be.

This includes educating or ultimately excluding drivers who repeatedly demonstrate that they are driving outside of their envelope of capability and as a consequence are endangering other driver's safety and the well being of said driver's equipment.

If we are to engage, as an organisation, in a commercial contract with our customers to provide them with the facilities for a competitive race event then surely we have a duty to provide them with a fair and equal opportunity to compete in the event with a reasonable expectation of an outcome based on their ability and similarly to compete in such event with a "fair risk" to their equipment.

Things will inevitably go wrong to derail the latter expectation but this should be as a result of the outcome of "hard racing" and inadvertent human failings not as an outcome of the failure to adequately inform drivers and to manage the standard of racing in the first place.

The benefit of clearly stating an expectation and following through on it's enforcement has been obvious in the level of professionalism displayed at the CIK Stars of Karting Series.

QLD Item 18

**Motion -That the AKA National body coordinate a comprehensive training syllabus for race officials.**

The proposed syllabus is to include the following steps:

1 That the AKA generate a detailed training syllabus for stewards outlining a similar code of conduct that is to be applied to the drivers at a meeting. The stewards require a very clear picture of how the code is to be enforced with a comprehensive series of test cases as examples.

2 That the AKA provide a series of presentations on people management as a resource for race officials ( videos?). Given that race control is essentially people management then providing training for stewards may assist in the smooth running of a race meeting.

3 That the AKA generate a coaching syllabus for club karters which clearly states what is acceptable in driving standards. In order to receive a license, karters must pass a proficiency test which includes a range of questions relating to pertinent rules for driving standards and behaviour. This would be a similar scheme to that in use in the UK. Moving from D to C grade should be reliant on demonstration of a full range of traits including driving and sportsmanship.

4 That the AKA generate a specific coaching syllabus for junior karters ( and parents!! ) which clearly states what is acceptable and how this is to be conveyed to junior drivers. Existing examples of this include Motorcycling Australia which requires 5 hours per year of formal coaching by qualified coaches in order for a junior competitor to maintain a license.

5 That the AKA generate a coaching proficiency certification so that club level coaches are suitably trained for the task of dealing with juniors and correctly certified with State government agencies for working with minors.

QLD Item 19

**Motion -That the AKA National body deem a “Standard of Excellence” to be applied to major title level meetings**

There should be seen to be an expectation at the very core of the sport of uncompromising excellence at major title meetings. The standard of all aspects of the event should be seen to be far above that of a club meeting. Persons not wishing to comply with this expectation should be strongly encouraged to stay at home. Persons consistently and intentionally failing to comply with this expectation should be sent home.

Desperation is no excuse for the onset of a marked decrease in driving standards or sportsmanship, nor is it any excuse for throwing the rule book out of the window.

Larger fields mean that many of the drivers competing at State and National level titles lack the experience and proficiency of the CIK series drivers however this should be no excuse for poor sportsmanship, nor should it preclude them from competing at all. The back of the field at these events provides an excellent training ground for developing drivers to build skills to further themselves in the sport. Dealing with the pressures of title meetings is excellent practice for developing teams. Whilst the drivers at the rear of the field may be slower and more error prone than the race leaders the expectation should be no different for the required behaviour or sportsmanship.

Conversely the leaders are seen as being the example to follow, particularly senior drivers being observed by the young drivers at the event. The senior drivers, particularly race leaders should be setting an example for others to follow. Karting is undeniably a family sport, at virtually every event there is the 7 to 70 age spread so in order for the sport to maintain any credibility the concept of mature drivers leading by example should be front of mind for both the race organisers and the competitors.

This concept extends from idealistic utopian desires to simple practicality. A kart is not a demolition derby vehicle, nor is it a Super V8. While it is an open wheel race vehicle it lacks all of the protection of one. It is a vehicle lacking any restraints or protection. While damage is limited by reduced speed and considerable stability it none the less remains highly hazardous to be involved in a roll over. We have many of these occur during major events across a years racing and with every single incident lies the risk of Quadriplegia or worse.

As stated earlier, we accept that "Motorsport is dangerous", however we should as an organisation exercise a duty of care to ensure that the activity is no more dangerous than it needs to be. Major events often demonstrate some of the worst driving as a result of desperation to win the coloured ice cream lid; people need to know that this is not acceptable and will not be tolerated.

QLD Item 20

The purpose of this document is to provide a perspective and a purpose for the Yamaha TaG100 Engine to be included as a class at State level competition.

With the current downturn throughout motorsport in Australia, we seem to have forgotten a class of engine that has the potential to help increase numbers within our karting community, we hear of how many great ideas are coming from down south, but all forget, we already have the TaG100 engine, all it needs is to be moved from so called Introductory class level to its own class and allowed to compete at state level events.

There are more than enough of these engines out there at club level that already attract large fields, so instead of trying to reinvent the wheel, let's push momentum, take the initiative and build on something that already exists within clubs.

The TaG100 class and Senior National classes can still be combined at club level, to create that large class appearance for the audience or potential new member, and can be split as numbers increase.

But by removing just the age limit from the class, this would allow a new younger member to step into karting at a pace and cost that is more achievable, affordable to today's budget conscience, and bring their race craft to a level, that is more achievable, thus retaining them longer, newer younger members who will eventually move onto faster classes, but by then they would be better prepared for the cost, and have competitive driving skills that would have been acquired from starting in TaG100.

Recently it is becoming more apparent that TaG100 is being utilised as the support class at major events, because the organisers know that they will get a very healthy field with some very competitive racing put on display, from some very good well known club drivers, with the odd ex National Champion thrown in.

This is the other side of this class is to get those older ex champions you all once were and get out and race in a class that's cheap and more affordable, but also gives the class a pinnacle in which to achieve.

QLD Item: 21

Non-compliant restrictors supplied by AKA. It would appear that the quality of components supplied has deteriorated, specifically excessive chamfering on restrictor bores, and an SR2 found to be 1-1.5mm undersize.

Request that National Office check all restrictors for correct machining.

Poor workmanship on AKA supplied CC plugs. Examples have been found with significant burrs in the edge of the bore. Request that National Office check stock for quality.

QLD Item: 22

Changes to PTG inspection dimensions for Leopard X30 and Cheetah. Has the machining on these rods been adjusted to the correct measurements?

And have States been supplied with sufficient correct rods to replace all out of date items?

Request that National Office confirm this.

QLD Item: 23

AKA Manual to be published on the website 4 weeks prior to going to print.

QLD Item: 24

As per October minutes, "When renewing a licence the club membership only needs to be valid for one day". This was to be sent to State Secretaries for comment, and subsequent action.

QLD Item 25: Submissions for discussion:

That all Tribunal Registrars – National & State be independent of any AKA National, State or Club Management committees.

That a Standard Operating Procedure (SOP) policy be constructed to ensure that all Tribunal Registrars act in accordance with all facets of the position in a National uniform method.

Reason: To ensure impartiality and total independence in matters involving AKA judicial issues outside of Stewards hearings.

QLD Item 26:

That AKA National include a hot link to all Supplementary Regulations that are submitted through the CM:S system.

Reason: The current method of making application for race events viz. Rule 1.07 fails to show or allow viewing of the SR's by competitors other than if posted on local club websites, or if posted on the State website. A dedicated link should be created that allows approved SR's for "accepted" race meetings in the CM:S system to be displayed at a central point as part of the CM:S system.

QLD Item: 27

The complaints against A Briggs and J Klein, and all ensuing actions be declared null and void.

Reason: These prosecutions should not have been commenced as the events pre-date the AKA cyber policy, besides which rule 5.01 sets out the forums in which AKA rules may be applied. What occurred in these cases does not fit.

AKA Executive: Item 28

Tyre Tender Documents for Approval

Tyre Testing Procedure for Approval

AKA Technical Item 29 (outstanding) items:

General Business