



National Karting Council Meeting

MINUTES

Venue: Crowne Plaza, 32 Mitchell Street, Darwin, NT.
Date: Saturday 27th & Sunday 28th June 2009



**AKA NKC MEETING
MINUTES
27th & 28th June 2009
Venue: Crowne Plaza, Darwin NT**

ATTENDANCE:

AKA PRESIDENT
AKA VICE PRESIDENT
AKA TREASURER
AKA SECRETARY

RICHARD ERDMANN
SIMON WHITING
MAX LAYBUTT
PAM ARNETT

DELEGATES:

QUEENSLAND
NEW SOUTH WALES
VICTORIA
TASMANIA
SOUTH AUSTRALIA
SOUTH AUSTRALIA
WESTERN AUSTRALIA
NORTHERN TERRITORY

GAVIN DICINOSKI
BOB GALLAGHER
DAVID MURRAY
STEPH PETERS
CRAIG DENTON
TRISHA BARTLETT (from 12noon Sunday)
GARY LIGHT
JOHN GATT

CO DELEGATES:

QUEENSLAND
WESTERN AUSTRALIA
NORTHERN TERRITORY

ALF CAPRI
MICHELLE LINO
JENNY TAYLOR



**AKA NKC MEETING
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1. Opening remarks by the Chairman

AKA President Richard Erdmann welcomed everyone to the committee conferences, he requested that everyone read the constitution of the AKA in regards to the holding of in Camera meetings.

AKANT president Tim Driscoll welcomed the AKA representatives to Darwin and hoped that they enjoyed their stay and also work through their agendas for each committee meeting.

2. Meeting Open to Observers

Motion: To allow observers of the meeting, however for in-camera discussions they will be asked to leave the room.

Moved: TAS

Second: VIC

Carried

3. Minute procedure – acceptance of digital recorder as an official recording for the purpose of minute taking by the minute secretary.

Moved: TAS

Second: NT

Carried

4. Accept minutes from previous meeting.

Moved: TAS

Second: NT

Carried

5. Business arising from those minutes - Nil

6. Item carried over from March 09 Meeting.

National/State Tribunal Registrar Roles and Responsibilities

POWERS & DUTIES OF NATIONAL PROSECUTOR

The Australian legal system is an adversarial process whereby one party or a number of parties (variously referred to as Complainant, Plaintiff, Applicant, Appellant) make a claim, assertion or charge and another party (variously referred to as Defendant or Respondent) refutes in part or in full the claim, assertion or charge.

The majority of matters requiring determination by an AKA Steward's Hearing, Tribunal, Appeals Tribunal or the AKAC relate to charges made as a consequence of an alleged breach of the rules of the AKA Karting Manual.

In such circumstances, the AKA will be a complainant with respect to a breach of the rules or will be a Respondent with respect to an appeal against an earlier decision. In order to carry out its function as a Complainant or Respondent the AKA has created the position of National Prosecutor.

The National Prosecutor's principal role is to act on the instructions of the AKA Secretariat and appear on its behalf in the AKAC and when required in the AM The appointment of the National Prosecutor shall be made by the NKC at the Annual General Meeting of the AKA and such appointment shall be for a period of 12 months.

The Secretariat may unilaterally terminate the National Prosecutor's appointment in such circumstances where the National Prosecutor has failed to carry out its duties in a proper manner or has breached the rules in purporting to carry out its duties. In this event the Secretariat may appoint another National Prosecutor and thereafter seek ratification of such appointment from the NKC.

The Secretariat may appoint an assistant National Prosecutor as it sees fit from time to time.

Subject always to any other provision in the AKA Karting Manual, the National Prosecutor:

1. Shall advise the Secretariat in relation to proceedings brought by the AKA or proceedings which are to be responded to by the AKA.
2. Shall act as an advocate for the AKA.
3. Shall act always on the instructions of the AKA Secretariat.
4. Shall deal with all matters in accordance with the rules.
5. Shall not provide legal advice or otherwise assist any party (except the AKA) to a proceeding to promote its case.

6. Shall not liaise with the AMSAC or with CAMS. Any communications received by the National Prosecutor from the AMSAC or from CAMS or from any other party whether or not that party is a party to a proceeding involving the National Prosecutor, shall be forwarded to the Secretariat for further instructions.
7. Shall not hold any position within the AKA (except a position of Prosecutor for an AKA Member) whilst ever it holds the position of National Prosecutor.
8. May make recommendations to the Secretariat regarding procedures, rules and other matters but the Secretariat shall not be bound to accept such recommendations.
9. Shall be independent of the National Tribunal Registrar and vice versa.
10. Does not have a power or a duty unless the power or duty is specifically conferred on the National Prosecutor by this rule or by another rule in the AKA Karting Manual.
11. Shall as expeditiously as possible and in any case within 72 hours provide to the Secretariat copies of all correspondence received by or generated by the National Prosecutor.
12. Shall not communicate directly with the AKA's legal advisers without the written consent of the Secretariat.

POWERS & DUTIES OF RACE PROSECUTOR

Each State Association ("Association") may appoint one or more Race Prosecutors.

The Race Prosecutor's principal role is to act on the instructions of the Officials at an AKA sanctioned race meeting and appear at a Steward's Hearing on behalf of Officials of the meeting. Instructions are to be provided by either the Clerk of the Course, the Race Secretary or the Chief Scrutineer.

The Association or the AKA Secretariat may at any time terminate a person's appointment as Race Prosecutor for good reason.

Subject always to any other provision in the AKA Karting Manual, the Race Prosecutor:

1. Shall advise the Officials in relation to proceedings brought by the Officials or proceedings which are to be responded to by the Officials.
2. Shall act as an advocate for the Officials.
3. Shall act always on the instructions of the Officials.
4. Shall deal with all matters in accordance with the rules.
5. Shall not provide legal advice or otherwise assist any party (except the Officials) to a proceeding to promote its case.
6. Shall not liaise with the AMSAC or with CAMS. Any communications received by the Race Prosecutor from the AMSAC or from CAMS or from any other party whether or not that party is a party to a proceeding involving the Race Prosecutor, shall be forwarded to the AKA for further instructions.
7. May make recommendations to the Officials regarding procedures, rules and other matters but the Officials shall not be bound to accept such recommendations.
8. Shall be independent of the State Tribunal Registrar and vice versa.
9. Does not have a power or a duty unless the power or duty is specifically conferred on the Race Prosecutor by this rule or by another rule in the AKA Karting Manual.
10. Shall as expeditiously as possible and in any case within 72 hours provide to the Association copies of all correspondence received by or generated by the Race Prosecutor.
11. Shall not communicate directly with the Association's or the AKA's legal advisers without the written consent of the Association or the National Secretariat as is applicable.

POWERS & DUTIES OF STATE PROSECUTOR

Each State Association (“Association”) may appoint one or more State Prosecutors. The State Prosecutor’s principal role is to act on the instructions of the Association and appear on its behalf in Tribunals and Appeal Tribunals. The Association or the AKA Secretariat may at any time terminate a person’s appointment as State Prosecutor for good reason. Subject always to any other provision in the AKA Karting Manual, the State Prosecutor:

1. Shall advise its Association in relation to proceedings brought by the Association or proceedings which are to be responded to by the Association.
2. Shall act as an advocate for the Association.
3. Shall act always on the instructions of the Association.
4. Shall deal with all matters in accordance with the rules.
5. Shall not provide legal advice or otherwise assist any party (except the Association) to a proceeding to promote its case.
6. Shall not liaise with the AMSAC or with CAMS. Any communications received by the State Prosecutor from the AMSAC or from CAMS or from any other party whether or not that party is a party to a proceeding involving the State Prosecutor, shall be forwarded to the AKA for further instructions.
7. May make recommendations to the Association regarding procedures, rules and other matters but the Association shall not be bound to accept such recommendations.
8. Shall be independent of the State Tribunal Registrar and vice versa.
9. Does not have a power or a duty unless the power or duty is specifically conferred on the State Prosecutor by this rule or by another rule in the AKA Karting Manual.
10. Shall as expeditiously as possible and in any case within 72 hours provide to the Association copies of all correspondence received by or generated by the State Prosecutor.
11. Shall not communicate directly with the Association’s legal advisers without the written consent of the Association.

POWERS & DUTIES OF STATE TRIBUNAL REGISTRAR

Each State Association (“Association”) may appoint a State Tribunal Registrar. The office of State Tribunal Registrar (“STR”) is an administrative position, not a judicial one.

The Association or the AKA Secretariat may at any time terminate a person’s appointment as STR for good reason.

The principal role of the STR is to ensure that the State Tribunals function in an efficient and proper manner and that the Tribunal rules are complied with.

Subject always to any other provision in the AKA Karting Manual, the STR:-

1. Shall convene a Tribunal when required in accordance with the rules, and in doing so, shall provide to all parties to the hearing to be conducted details as to when and where the Tribunal is to sit.
2. In convening any Tribunal, may nominate the Members who are to sit on the Tribunal provided such Members have been previously appointed or approved by the Association and such appointment or approval remains current.
3. May direct the parties to do certain things by certain times with respect to a hearing. In making such directions, the STR shall at all times only make such directions in accordance with the rules.
4. Shall provide the parties with a written copy of the Tribunal’s determination or any direction, or order made by the Tribunal.
5. May convene a directions hearing or such other administrative hearing as is necessary for the efficient and proper function of the Tribunal.
6. Shall ensure that the appropriate fees are paid in accordance with the rules and that the form of application to a Tribunal complies with the rules.
7. Shall ensure as far is practical that any orders made by the Tribunal, including the imposition of fines, suspensions, exclusions and other sanctions are complied with. Where such action is not practical, or unenforceable by the STR, then the STR shall refer the matter to the Association for further action.
8. May attend a Tribunal hearing to record the proceeding and accept directions from the Tribunal. However, the STR may not play any active role in the judicial process nor make any representation to the Tribunal.
9. Shall deal with all matters relating to Tribunals in accordance with the rules.
10. Shall not provide legal advice or otherwise assist any party to a proceeding to promote its case. The STR may however provide parties to a proceeding with advice relating to procedure alone.
11. Shall not liaise with the AMSAC or with CAMS. Any communications received by the STR from the AMSAC or from CAMS or from any party that is not a party to the proceeding shall be forwarded to the Association for further action.

12. When the STR communicates with a party to a proceeding, the STR shall then communicate with the other party or parties in identical terms.
13. Shall ensure that all communications to and from the STR are in writing and unless very exceptional circumstances exist, communications shall not be oral. If an oral communication occurs, the STR shall, within 24 hours of such oral communication, confirm that communication in writing.
14. May make recommendations to the Association regarding procedures, rules and appointments to a Tribunal but the Association shall not be bound to accept such recommendations.
15. Shall be independent of the State Prosecutor and vice versa.
16. Does not have a power or a duty unless a power or duty is specifically conferred on the STR by this rule or by another rule in the AKA Karting Manual.
17. Shall as expeditiously as possible and in any case, within 72 hours, provide to the Association copies of all correspondence received by or generated by the STR.
18. Shall not communicate directly with the Association's legal advisers without the written consent of the Association.

POWERS & DUTIES OF NATIONAL TRIBUNAL REGISTRAR

Underpinning the Australian legal system is the doctrine of separation of powers whereby the Judiciary remains separate and independent of the Executive.

In the same way, the National Karting Council (“NKC”) and the AKA Secretariat shall allow the AKA Judicial system to operate without interference whilst ever the Tribunals and Courts and its Officers operate in accordance with the rules and within the powers granted to them.

The office of National Tribunal Registrar (“NTR”) is an administrative position, not a judicial one.

The appointment of the NTR shall be made by the NKC at the Annual General Meeting of the AKA and such appointment shall be for a period of 12 months.

The Secretariat may unilaterally terminate the NTR’s appointment in circumstances where the NTR has failed to carry out its duties in a proper manner or has breached the rules in purporting to carry out its duties. In this event the Secretariat may appoint another NTR and thereafter, seek ratification of such appointment from the NKC.

The Secretariat may appoint an assistant NTR as it sees fit from time to time.

The principal role of the NTR is to ensure that the Australian Karting Appeals Court (“AKAC”) functions in an efficient and proper manner and that the rules of the AKAC are complied with.

Subject always to any other provision in the AKA Karting Manual, the NTR:-

1. Shall convene the AKAC when an appeal is lodged in accordance with the rules, and in doing so, shall provide to the parties to the appeal details as to when and where the AKAC is to sit.
2. In convening the AKAC to hear an appeal, may nominate the Members who are to sit on the AKAC provided such Members have been previously appointed or approved by the Secretariat and such appointment or approval remains current.
3. May direct the parties to do certain things by certain times with respect to an appeal or a response to an appeal. In making such directions, the NTR shall at all times only make such directions in accordance with the rules.
4. Shall provide the parties with a written copy of the AKAC’s determination or any direction, or order made by the AKAC.
5. May convene a directions hearing or such other administrative hearing as is necessary for the efficient and proper function of the AKAC.
6. Shall ensure that the appropriate fees including appeal fees are paid in accordance with the rules and that the form of appeal complies with the rules.

7. Shall ensure as far is practical that any orders made by the Court, including the imposition of fines, suspensions, exclusions and other sanctions are complied with. Where such action is not practical, or unenforceable by the NTR, then the NTR shall refer the matter to the Secretariat for further action.
8. May attend an AKAC hearing to record the proceeding and accept directions from the AKAC. However, the NTR may not play any active role in the judicial process nor make any representation to the AKAC.
9. Shall deal with all matters relating to AKAC appeals in accordance with the rules.
10. Shall not provide legal advice or otherwise assist any party to a proceeding to promote its case. The NTR may however provide parties to a proceeding with advice relating to procedure alone.
11. Shall not liaise with the AMSAC or with CAMS. Any communications received by the NTR from the AMSAC or from CAMS or from any party that is not a party to the proceeding shall be forwarded to the Secretariat for further action.
12. When the NTR communicates with a party to an appeal, the NTR shall then communicate with the other party or parties in identical terms.
13. Shall ensure that all communications to and from the NTR are in writing and unless very exceptional circumstances exist, communications shall not be oral. If an oral communication occurs, the NTR shall, within 24 hours of such oral communication, confirm that communication in writing.
14. Shall not hold any position within the AKA whilst ever it holds the position of NTR.
15. May make recommendations to the Secretariat regarding procedures, rules and appointments to the AKAC but the Secretariat shall not be bound to accept such recommendations.
16. Shall be independent of the National Prosecutor and vice versa.
17. Does not have a power or a duty unless a power or duty is specifically conferred on the NTR by this rule or by another rule in the AKA Karting Manual.
18. Shall as expeditiously as possible and in any case, within 72 hours, provide to the Secretariat copies of all correspondence received by or generated by the NTR.
19. Shall not communicate direct with the AKA's legal advisers without the written consent of the Secretariat.

Moved: SA
Second: NSW
Against: NT
Carried

Clutch Survey

NKC went through the surveys that some states had completed.

Recommendation at this stage is to continue with the way it is at present.
Review again at the August AGM.

AKAWA Item – “Junior Clubman-Junior Rotax Max” NKC had a Discussion on junior class and the future.

- This to be discussed at the committee’s meeting in June.

Moved: WA

Second: NT

Explore junior tag/performance class for 2010 the vote to take place at the AGM, if passed at the AGM restrictor plate testing to take place.

Carried

VHKA – Proposed Rules CHAPTER 53 VINTAGE KARTING – 2009 MANUAL

The Class of Vintage and Historic Karting provides an avenue for the demonstration and preservation of karting history.

A vintage kart is defined in the AKA-approved regulations of Vintage and Historic Karts Australia (VHKA) available from the AKA or directly from the VHKA at the address listed in this manual.

53.01 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.

53.02 Application for Vintage Licence (V Licence)

1. Initial licence applications must be accompanied by two current passport-style 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 remain financial club members during the licence period.
3. Applicants must be at least 18 years old.
4. Applicants aged 60 years and over must supply a copy of a current AKA Motor Sport Medical Certificate with their licence or renewal application.
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.

53.03 Kart Registration

1. Vintage kart owners must be VHKA members before applying for registration. (Contact VHKA for membership and registration applications and fees information.)
2. Vintage kart registration is granted and issued solely by the VHKA.
3. Once registered, a kart will be issued with a log book as per clause 53.04. 1.
4. Kart registration only remains valid while ever the owner has financial membership of the VHKA.
5. The VHKA issues yearly stickers displaying the year of registration.
6. Yearly stickers must be attached to the applicable kart's log book, indicating the kart's owner is a current VHKA member and has not been issued with any major penalty.
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.

53.04 Kart Log Book.

1. All vintage karts must be accompanied by a VHKA-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 are issued by the VHKA on completion of registration.
3. The log book clearly identifies the kart, including registration number and records the model, year and relevant class or classes of the kart.
4. The log book must contain at least 3 photos 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 VHKA.

53.05 Vintage Demonstration

1. **An organising club is to submit an application to the relevant State body for conducting a vintage demonstration. The State body will then liaise with the VHKA to issue an approval. The organising club is 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 clause 53.02.
3. Drivers with no previous kart-driving experience must start at the rear of any field.
4. Chapter 14 to apply or period-correct clothing including helmets will be worn.
5. Licensed drivers (see 53.01), with registered karts (see 53.03) can participate in Vintage Practice on AKA-approved tracks. Refer to rule 13.20 (d).
6. Rule 16.13 is strictly enforced at vintage demonstrations.
7. Demonstration grid allocations are based on kart performance, with the fastest to the front and slowest to the rear.
8. When leaving the grid, karts must circulate for a number of roll-up laps in the above formation at reduced speed.

9. The suggested minimum number of roll-up laps is three. The clerk of course may vary the number of laps if he/she is satisfied that the karts on the track have formed up correctly.
10. A green flag will be displayed to signify that the roll up laps are complete and demonstration may commence.
11. Karts wishing to show their full potential must do so in a safe manner with due regard to all rules in chapter 16 of the AKA Manual.
12. Overtaking must only be done with full regard to the safety of other drivers. This will be at the total discretion of the Clerk of the Course (assisted by, or with advice from the vintage appointed official).
13. Alternatively: Overtaking is only permissible on straights being done with complete caution and regard for other drivers. Over taking in corners is not encouraged. The first driver into the corner has right of way. This will be at the total discretion of the Clerk of the Course (assisted by or with advice from the vintage appointed official).
- 14. The VHKA will provide a qualified vintage official to assist the general AKA-appointed meeting officials with any vintage activity at any meeting.**
15. The clerk of course, the appointed vintage official or the meeting stewards will be judges of fact while the vintage demonstration is in progress.
16. The number of karts on the circuit must not exceed 75% of the track's licensed capacity, except where permission is granted by the stewards of the meeting.
17. Any "Mass Display" will be conducted at a considerably reduced speed, as directed by the stewards of the day.
18. Vintage karts and karts fitted with compulsory side pods (25.02) are not permitted on the track together.

53.06 Scrutineering

1. All vintage karts must be inspected by a scrutineer at AKA-permitted meetings.
2. Karts will be examined against log books, confirming no major alterations or additions have been made.
3. The scrutineer will inspect each kart against relevant rules of the era raced, year and class as per the log book.
4. When the scrutineer is satisfied that the kart is compliant, a sticker, containing the date, track and class will be issued. The sticker must be placed on the kart in a visible location.

53.07 Recognised Classes

1. Pre-1962: 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/ class must have been removed from the general AKA Manual after 1991.
6. Super Engine -130/200cc Rotary & Reed. Karts must be pre-side pods with pre-1988 engine(s).

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 the Dunlop SL1 or equivalent compound. Permission may be granted by the VHKA to use an alternative tyre upon examination of written evidence and justification.

Generally:

Karts must be as categorised in the overall rules of the VHKA, and all equipment must be as per the respective AKA printed manual (where available) related to the year of the kart.

53.08 Supplementary Regulation Requirements

Minimum Supplementary Regulation Requirements are as follows:

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 the name, address and phone numbers of the organising club.)
2. Date and Place of Meeting
(Insert the date(s) of the meeting and the circuit name and address, including if necessary 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.

If the meeting is a standalone vintage meeting, then officials as described in chapter 4 of the AKA Manual will be nominated.

4. Timetable
Close of entry:
Scrutineering:
Official demonstration only
Separate Vintage Kart Drivers Briefing
5. Insurance
Insurance has been effected for this meeting in accordance with Chapter 3.

Moved: NSW
Second: SA
Carried

7. AKA Qld correspondence – Addendum No.19



*President : Gavin Dicoski – Senior Vice President:: Malcolm Saunders - Junior Vice President : Steven Pattel
Secretary: Maureen Capri - Treasurer: John Lane*

Australian Karting Association
P.O. Box 4222
PENRITH PLAZA
NSW 2751

Saturday, May 09, 2009

Reference:-ADDENDUM NO. 19.

To the AKA Executive,

AKA (Qld) is requesting an explanation as to how Addendum No 19 has come about.

Addendum #19 issued today by the National Secretary implies that the rules issued via addendum #18 authorised by the NKC at a meeting of the 28th April are negated till 1st June.

Could you please provide us with a copy of the Minuted item from the Meeting, or if it was a Postal Vote, the Postal vote number and the result of that Postal vote, where this decision was made/approved for the NKC to alter an existing rule (*as issued via Addendum #18 on 30th April*) and to authorize a new rule removing the size and the designation of the AKA C1 restrictor to be altered.

We I would also like to point out that **TAG class** do not require a restrictor and that **Restricted 125 Tag Class** does.

We are also of the understanding that the SQ Cheetah engine has not yet been approved to race 125/Tag Restricted, only for Open Performance with B grade licence without restrictor, and for recreational with the restrictor. If this is the case, would it not be fair to say that Addendum No. 18 is incorrect. And if so, would it not make Addendum No. 19 unnecessary?

Regards,

AKA (Qld) Executive.

Discussion on addendums

8. **NSW NKC Agenda Item 1**

Rule 13.21.1(d) (Addendum 13) – Licence Qualifications, Restrictions and Options, Midgets

Amend to read

(d) A Midget may make application to their S.K.C. for dispensation to remain in the class for a further 12 months.

Add Rule 13.21.2(d) - Licence Qualifications, Restrictions and Options, Rookies

(d) A Rookie may make application to their S.K.C. for dispensation to remain in the class for a further 12 months.

Reason: This rule applies to Midgets and Rookies but is currently on listed under the Midget heading. Refer to Addendum No. 13.

Moved: SA

Second: NSW

Carried

9. **NSW NKC Agenda Item 2**

Rule 13.02.3 – Restricted Senior Single Event Licence

Amend the heading to read “Single Event Licence” (Refer to 2008 Addendum No. 3)

Reason: In the 2009 Manual the working “Restricted Senior” appears before the Single Event Licence. This wording was not included in Addendum 3 from last year and changes the meaning of the rule.

Moved: NSW

Second: SA

Carried

10. AKAQld correspondence – Addendums #18 & #19 Cheetah Restrictors & Other



*President : Gavin Dicoski – Senior Vice President:: Malcolm Saunders - Junior Vice President : Steven Pattel
Secretary: Maureen Capri - Treasurer: John Lane*

Australian Karting Association
P.O. Box 4222
PENRITH PLAZA
NSW 2751

Monday, May 18, 2009

National Office
AKA Secretariat,
All Members

RE- ADDENDUMS #18 & #19 CHEETAH RESTRICTORS & OTHER

Dear Sir,

In regard to the above reference:

• **Addendum #18 regulation below:**

*During an NKC phone hook-up on 28th April 2009, the following was approved.
The original implementation date of the 1st May 2009, for new restrictor plate sizes
be revised to the 1st June 2009.*

AKA (Qld) requests a copy of the Minutes of the NKC Meeting of the **28th April 2009** to verify this item.

• **Addendum #19 makes the following NEW regulation:**

*Further to Addendum 18 issued on 30th April 2009, permission has been granted for
the Cheetah engine to use the 23.0mm restrictor in TaG class until the 1st June
2009.*

AKA (Qld) further requests that the minutes or postal vote or the authority document of the NKC meeting that altered an existing rule via addendum #19 (**issued 8th May**) be forwarded to verify that the NKC have in fact approved such an alternation.

Discussion on addendums

11. AKA Qld Item Rule

18.09 4 (b) (i)

3. Mackay Club is requesting an exemption from Rule 18.09 4 (b) (i), on the grounds that they are extending their track in preparations for the 2010 Qld State Championships, and they have a problem with a section of the existing track, because of the extension to part of this.

Reason: Their current existing fence is 6 mts from the fence line, and they are unable to extend this fence because it is an adjoining fence with the next property. We wish to highlight that a precedent was set in 2008, when Karratha Kart Club asked for, and received, an exemption under similar circumstances to that of the Mackay Kart Club. We ask that Mackay Club also be granted the exemption. Excerpt from June 2008 NKC meeting re Karratha Kart Club.

AKAWA Item Application from Karratha Kart Club Exemption from Rule 18.09 4 (b) (i) – The club wishes to make extensions to the current track layout in preparation for the 2009 State Championships. As per the current rules this requires the current fences to be moved back so that they are 10 metres from the track edge. In one section of the track (not near the area the club wishes to modify), the fence is currently 7 metres from the track edge and cannot be moved further back due to the motor cross facilities next door. The club is seeking an exemption of the 10 metre rule for this section of the track.

Moved: TAS

That the part of the track that cannot be 10 meters from track edge that they are permitted to be able to be 7 meters from the track due to the fence not being able to be moved any further back as per current rules.

Second: WA

For: VIC, NSW, QLD, NT, TAS, WA, SA

Carried

CHAPTER 50 - AUSTRALIAN CIK BASED CLASSES AND CIK NATIONAL CHAMPIONSHIP REGULATIONS

50.1 This chapter is in two parts, firstly, the introduction and class specific regulations and secondly, the Championship Rules.
In this Chapter, organiser, organisers, organising body and promoter mean the AKA unless the NKC on recommendation of the IKC approve otherwise.

50.2 Preamble:

In 2009 one CIK/FIA class of Formula KF2 will be raced in Australia as a National Championship Class.
This class will be raced in Australia to provide the necessary experience for Australian drivers and manufacturers to compete competitively in CIK International events. To this end, the CIK class will be raced as close to CIK/FIA International Technical and Race Regulations that local conditions will permit. The NKC may from time to time publish any alterations to the Championship Regulations or Chapter 50, as may be required. The Championship Regulations in this chapter do not apply to any competition other than CIK classes at rounds of their Australian Championships.
Rule 20.11 does not apply to Chapter 50.

50.3 CIK Classes in Australia:

The following CIK class is raced in Australia in calendar year 2009: Group 2: KF2
The class will be conducted in accordance with the CIK/FIA Technical Regulations, unless otherwise stated in this Chapter.

50.4 Tyres:

The tyres used by the KF2 class in Australia will be a control tyre used by all competitors as supplied by the organisers.
Five sets of slick and two sets of wet tyres only, will be available for round one, and for the remaining rounds, the tyre availability and use will be only two sets of slick and two sets of wet tyres as declared by the track conditions at each round.
Slick and wet tyres must have some form of bead retention with 3 screws minimum in the outside of the wheel rim.

50.5 Wheels: as per CIK Technical regulations 2.22.1 – Rims

The use of rims complying with the CIK-FIA technical drawing No. 4 is compulsory:

1. Diameter of coupling for tyres: for 5 inch rims: 126.2 mm with a tolerance of +/-1.2 for the circumference with the hump and a tolerance of -1 for the diameter of rims with screws.
2. Width of the tyre housing: 10 mm minimum.
3. External diameter for 5 inch rims: 136.2 mm minimum.
4. Radius to facilitate the balance of the tyre in its housing: 8 mm.
5. Maximum pressure for assembly: 4 Bar.
6. Tyre burst resistance test with fluid at an 8 Bar pressure.

7. This rim must be manufactured in accordance with the appended technical drawing No. 4.

The diameter of the rim must be 5" maximum

50.6 Homologated Engines and Modifications:

Only one engine type/brand shall be used for the series with its homologated exhaust and carburetor.

The engine must be purchased from the AKA.

Limited engines will be available for lease from the AKA should an engine fail/seize during the event.

Engines will be provided to the competitor already sealed, however this does not relieve the competitor from supplying the engine for scrutineering. From the time of supply of the engine to the competitor, the competitor is responsible for the engine including ensuring the seal is attached and intact.

Competitors may nominate an engine builder that will be responsible for the maintenance of their engine throughout the season. A log book must be filled out every time a seal is broken between events, with all modifications duly noted. Approval must be sought from the series tech officer before any maintenance work is carried out. Failure to do so will deem the engine illegal. The engine must be left in standard condition, no machining of any surface (except for the bore) is allowed.

The only maintenance allowed is to change the reed petals, gaskets, piston/ring, little end bearing, little end cage and circlips.

The reed block must be as standard.

No modifications of any sort are allowed to the clutch and it must be run in standard condition.

All engines and components must be run out of the box except as stated under these regulations.

50.7 Weights:

Minimum racing weight: 165kg

Minimum weight of the kart alone (without fuel): 65kg;

50.8 Chassis:

CIK homologated or AKA homologated or registered.

As per CIK regulations, Lateral bodywork (i.e. side pods,) Nassau panel, and front fairings are obligatory.

50.9 Brakes:

Front brakes are optional as per CIK KF2 Regulations

50.10 Radiator: Free

50.11 Air Box: Is restricted to the KG Unit as supplied by the AKA. It is the competitors responsibility to purchase and use the AKA supplied unit.

50.12 Battery: As per R25.27

50.13 Non-tech items and legal additions: As per Chapter 25.21

50.14 Noise: As per Chapter 24. Permitted noise level is 100db.

50.15 Other:

For clarification of any technical references in Chapter 50, refer to the CIK/FIA Technical Regulations in the current CIK/FIA Karting Yearbook or available on <http://www.auscikchampionship.com/> or the CIK/FIA website.

Championship Regulations Australian Championships for CIK Classes

Article – 1

The Australian Karting Association will organise an Australian Championship for drivers in Formula KF2. These rules are formulated for the CIK classes to compete within a National championship under rules similar to International competition. Rules specific to the championships for the CIK classes are contained in these Championship Regulations. Where the Championship rules are in conflict, or otherwise, with the National Competition Rules the Championship rule shall take precedence over any similar rule found in the National Competition Rules. These rules may be modified, from time to time, by the National Karting Council on recommendation of the International Karting Committee.

The Championship is being conducted with the following objectives:

- [a] To conduct a National championship series that provides competitors with experience for international competition in the CIK classes.
- [b] To be a vehicle to promote the CIK classes, and international karting competition, on a National basis.
- [c] The Championship should be viewed as the pre-eminent karting competition within Australia second only to the CIK/FIA Oceania Championships.
- [d] The conduct of the Championship events within the race meetings should be the benchmark for quality in karting administration, promotion and operation of race meetings. In achieving this it is hoped to improve the experience, attitude and standard of karting officials on a national basis.
- [e] The Championships should be commercially attractive to sponsors.

Article 2 – Events

The Championship will be contested over four rounds in each of the states of Queensland, Victoria and New South Wales in 2009. The classification of the Australian Championship will be established through the results obtained by the Drivers in all rounds of the Australian Championships. All rounds will be open to authorised drivers holding the appropriate International or National Licence. (See Article 9).

Round 1: 30/31 May 2009 Newcastle (NSW State Championship)

Round 2: 26/27 June 2009 VACC Park (Vic State Championship)

Round 3: 6/9 August 2009 Raleigh

Round 4: 24/25 October Ipswich (QLD State Championship)

Article 3 – Organisation

The events will be conducted under the International Sporting Code of the FIA, the National Competition Rules of The Australian Karting Association, these Championship Regulations for the Australian Championships for the CIK Classes and such supplementary regulations further addendum's and bulletins

as may be issued by, or in conjunction with, the organising body of each race meeting.

The organisers reserve the right to issue Supplementary Regulations and/or instructions to entrants and/or drivers and these shall be of the same effect as these regulations.

Article 4

All the concerned parties: officials, promoters, entrants and drivers may only participate in the Australian Championships for CIK Classes on the condition that they respect all texts and documents which govern it.

Article 5

The right to associate the name of a commercial company, organiser or brand with the Australian Championship for CIK Classes is exclusively reserved for the series organiser, the Australian Karting Association.

Article 6 – Additional Classes

The AKA is the promoter of the Championship series and of each round of the series. The AKA, have entered into agreement with IKD to co-promote these events.

Article 7 – Registration

Entry in the Championships point score will be by registration only. All entrants at all rounds are required to register. The Championship encourages drivers to compete in all rounds, however registration after the first round will be accepted. Championship points are allocated to individual drivers and are not transferable between drivers. Registration for the Championships will open on the 1st January. When registering, competitors will nominate a preferred race number (one or two digits only), which they shall retain for all rounds of the Championship. Numbers 1, 2 and 3 will be reserved for 2009 with other numbers otherwise allocated with preference given to order of receipt of registrations.

Article 8 – Fees

There is no fee to register for the championship. Competitors will pay an entry fee per round.

Article 9 – Eligible Competitors

The championship events are restricted to drivers holding, at the time of competition, the appropriate licence for that class and the endorsement of a licensed team.

KF2 International B grade licence or AKA A grade licence or AKA A grade Provisional via R13.18.3 or New Zealand A grade.

Article 10 – Entries

Engines will be released to competitors once full payment has been made.

Article 11 – Circuits and Practice

No practice is allowed on the Monday to Friday (inclusive) prior to each event unless it forms part of the meeting as notified in the sup regs. The track will be

closed to karts after last race on Saturday. The only variance to these times will be stated in the Supplementary Regulations if so required.

Article 12 – Parc Ferme

The area of Parc Ferme includes, but is not limited to, the in and out grids, the weigh scales, the mechanical breakdown lane, the full track area with the safety fence and such other areas nominated in the supplementary regulations or notified by addendum or bulletin. Only persons with correct passes may enter parc ferme as per the official timetable. Only the driver and one designated approved mechanic per entry may enter parc ferme. Controls are in place as to the nature of equipment and materials that may be brought into parc ferme. These controls are communicated by the event regulations and will be interpreted and enforced by the responsible parc ferme officials.

Article 13 – Scrutineering

Administrative checking and scrutineering will take place as nominated in the supplementary regulations. All karts must be presented at scrutineering before participating in official practice.

All engines must be entered on the technical passport prior to timed practice. At Technical passport inspection, each driver must present the equipment listed on the technical passport issued and it will be checked, marked and sealed in such a way as to be identifiable at any moment during the race. The entrant is required to have completed the Technical Passport. Race numbers and sponsors stickers are required to be in place for the competition. The placement of official sponsor's stickers on the bodywork of competing karts is compulsory when so advised. The entrant must present the engine log book when requested.

Article 14 – Driver's Briefing

Driver's briefing will take place at a location and time to be nominated in the additional supplementary regulations or as announced on the events public address prior to the meeting. It is compulsory for the driver to attend all drivers briefings. Drivers who fail to attend a briefing or sign the attendance sheet will be referred to the stewards for penalty.

Article 15 – Telemetry and Data Logging

The use and/or fitting of telemetric equipment is prohibited during official practice and racing.

The use of data logging equipment is permitted during official practice and racing.

The AKA may require the fitment of technical equipment for the purpose of data logging to ensure the conformity of the clutch.

Article 16 – Medical

As per R3.26.

Article 17 – Championship Officials

Series Officials:– Series Chief Steward , Series Co-ordinator, Clerk of Course, and Chief Scrutineer/ Technical Officer.

Judges of Fact

The judges of fact at each round are the starter, chief scrutineer, weigh marshal,

chief lap scorer, grid marshal, noise marshal and chief timing officer. The grid marshal shall be the judge of fact from the time of calling the entrants to the out grid until all of the competitors are under their own power on the track. All karts are under starting orders from the moment they leave the grid gate to the start of the race. The Starter shall be the judge of fact while under the starting orders and the Starter will determine competitors who break the start order, impede, delay or unduly affect the start procedure. The Chief Lap scorer shall be the judge of fact as to the number of laps completed and the finishing order of any event. The Weigh Marshal shall be the judge of fact as to the measured weight of any kart and driver at the completion of any event. The Scrutineer/ Technical Officer shall be the judge of fact as to the technical compliance of any kart. The noise marshal's duties are set out in rule 24. The starter shall also be the noise marshal.

Article 18 – Fuel and Lubricants

The CIK classes will not use a control fuel for the Championships. Fuel regulations will be listed in the regulations for each round.

Article 19 – Equipment

Karts (chassis) must comply with either the current Australian Karting Association Technical Regulations or the current CIK/FIA International Karting Regulations and be either CIK homologated or AKA Registered approved and/or homologated, excluding the following rules from Article 2 of the International Regulations;

Rule 19 – Noise

Rule 26 -Timing Equipment

Rule 21 - Fuel

Rule 24 - Racing Numbers

(Note: Compliance with the CIK/FIA IKR will require the use of homologated equipment and components where referenced.)

The name of the driver shall appear in a visible position on the outside of the bodywork. In the interest of promotion of CIK competition and the sport, entrants must present themselves and their equipment in a clean, maintained and professional manner at all times.

Number plates will be black numbers on yellow background for seniors.

Article 20 – Changing of Equipment

Notice of any change of equipment must be notified to the Technical Officer /scrutineer before the start of any race or timed practice. Equipment, as entered on the technical passport, may be used at the entrant's discretion with the approval of the Technical Officer/ scrutineer. The change of chassis, engine or tyres is forbidden during the starting procedure and between the start and finish of any race unless the race is stopped and then declared a wet race.

Article 21 – Tyres

All tyres will be marked.

Competitors must use there allocated tyres as described:

Slick tyres: 2 front tyres and 2 rear tyres for Qualifying Practice and the Qualifying Heats. 2 front tyres and 2 rear tyres for the final phase (Final 1 and Final 2). Eg Competitors can only use one set of tyres for the Qualifying Practice and Qualifying Heats and must fit there second set of tyres for the two

Finals.

Replacement Tyres: In case a slick tyre is punctured during Qualifying Practice or Heats , a driver will be allowed a spare tyre (one of the tyres used during the non Qualifying Practice. For the 2 Finals a spare tyre is a tyre from Qualifying Practice and Heats.

Wet Tyres: 4 front tyres and 4 rear tyres for Qualifying Practice, Qualifying Heats and the two Finals. Eg Competitors may use there wet weather tyres at any stage during the meeting.

A set of tyres comprises two front and two rear tyres of the same approved make and type. **Please note:** All competitors will only be allowed to purchase a maximum of five sets of tyres per round. Three of these sets are for pre event/event practice; with the remaining two sets being used for the competition phase.

Article 22 – Tyre Pooling

Tyre pooling and impounding will not be employed in 2009.

Article 23 – Timed Qualifying Practice

Timed qualifying will be conducted using the AMB, or other CIK/FIA Group approved timing system. Transponder units must be fitted in purpose made AMB holders unless otherwise approved. The fastest lap time for each driver will determine their position on the grid for the heats. In the event of a tie, the fastest lap/laps will determine position. If no time is recorded for a driver they shall take the start in the heats at the rear of the grid. If several drivers are in that situation their starting positions shall be decided by drawing lots. Any driver who does not record a time is not eligible for a re-run unless in the opinion of the Stewards, the transponder was faulty. A competitor who fails to register a qualifying time as result of a faulty transponder or through the fault of the organisers, must be given a complete timed session. If it was the first or only qualifying session, the competitor may fit new tyres at his/her own expense and with the approval of the Stewards. When a transponder system is in use at race meetings for qualifying and/or lap scoring, it is the drivers responsibility to obtain their allocated transponder, correctly fit it to the kart and return it to the organisers. If a competitor is deemed to be underweight in a session they shall receive a time penalty of the slowest qualifying time for their class plus one second.

Article 24 – Starts

A rolling start shall be given by means of light signals. Should the lights fail, the national flag shall be used. The grid shall be made up of two lines of karts arranged in the order of the best times set during official timed practice, or the order of points obtained in the heats, or in the order of arrival position of the first final.

Article 24.1 – Rolling Start Procedure

From the moment the starter signals for the karts to be released, the drivers are under “starters orders” and may not received any outside assistance for repairs or other adjustments to their equipment while on the track.

From the moment the start procedure commences, race conditions apply. Wherever a kart is on the track it is forbidden to receive any assistance, other than to remove the kart to a place of safety.

A line will be painted 25 m before the start line and it is FORBIDDEN to accelerate before the front row of the grid has crossed this line. Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another driver under pain of a penalty inflicted by the stewards. If a driver stops for any reason during the Formation Lap, he/she will not be allowed to try and start again before he/she has been passed by the whole field. He/she shall start again from the back of the formation. Should he/she try to start ahead of the field in the hope that the leading drivers overtake him, he/she would be shown the black flag and be excluded from that Race.

A driver who is delayed will have the possibility of regaining his/her grid position only if this manoeuvre does not impede other drivers. In order to regain one's position, it is forbidden to use any course other than the track used during the Race.

If he/she considers that a driver has been immobilized as a result of another driver's mistake, the Clerk of Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position.

At the end of the formation lap drivers will approach the start line at slow speed and in two lines.

No lights will be on. No kart may accelerate before crossing the yellow line and before the green light is turned on. If the starter is happy with the formation he/she will give the start by switching on the green light. If he/she is not happy with the formation he/she will switch on the orange light, which means another formation lap must be covered.

Article 25 – On Track Safety

Any obstructive manoeuvre carried out by one or several drivers, with or without common interests, is prohibited. The driver of any kart leaving the race shall signal his/her intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit. It is forbidden to use any route other than the track used for the race to gain/regain a place.

Whilst practicing or competing, karts shall not be driven other than on the defined track, in the pits, and in such other areas as Supplementary Regulations may specify. The track is the portion of the sealed surface between and including the white edge lines.

Should a driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as practical so that its presence does not constitute a danger or prevent the normal running of the race. If the driver is not able to move the kart out of the potentially dangerous position, it is the duty of the officials to assist, but only if this may be done without prejudice to their normal duties.

During practice sessions and the race, access from the track to the pits is allowed only through the deceleration zone. Penalty for breach of this rule shall be exclusion from the race, or the relevant practice session, and such other penalty as the stewards may apply. In no circumstances may a vehicle travel in a direction opposite to that of the event.

Article 26 – Mechanical Breakdown Lane

Refer Rule 17.10. From the time the race ends (chequered flag is given to the lead kart) any kart in the mechanical breakdown lane undergoing repairs has

three minutes to restart and cross the finish line, to be classified as a finisher.

Article 27 – Restarting

Restarting of a kart is permitted during practice and racing. A driver should only attempt to restart a kart if it can be done with safety and without unduly hindering other competitors. Any driver not respecting this rule may be directed to remove his/her kart from the track to a place of safety.

Article 28 – Stopping the Race

If deemed necessary to stop the race due to an accident circuit blockage or because of weather conditions or other conditions make it dangerous to continue, a red flag will be displayed at the start line – all karts will return slowly to the in grid/parc ferme/service park The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

(a) If less than 2 laps have been covered, the original start will be deemed null and void. A new start will be given. For the restart, the grid used will be the one drawn up for the first start, with the Drivers allowed to take the restart in their original grid positions. Unoccupied places on the grid shall remain vacant.

(b) If more than 2 laps but less than 75% of the distance scheduled for the race (rounded up to the nearest whole number of laps), the race will be restarted. The length of the race will be the original number of laps less the number already completed. Those Drivers having crossed the Finishing Line at the end of the lap on which the race was stopped, and those who were in the mechanical breakdown lane, when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Grid positions will be determined by the finishing order of at the end of the lap before the one on which the race was stopped.

(c) If 75% or more of the race distance (rounded up to the nearest whole higher number of laps) is completed the karts shall be sent directly to the Parc Ferme and the race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the race was stopped.

In events (a) and (b), working on karts will be allowed only in the Parc Ferme. Spare equipment may be introduced (only the equipment identified in the case of chassis and/or engines) and refueling will be allowed.

Article 29 – Finish

As soon as the chequered flag has been shown to a driver at the end of the race, he/she must proceed directly, using only the authorised route, to the parc ferme in the order of their finish position. From the moment the driver receives the chequered flag until he/she is released from parc ferme he/she is under parc ferme conditions and must make no alteration or adjustments to his/her kart or other material or equipment.

In the first final and second final of the Australian Championships, any driver about to be lapped or who has been lapped for any reason whatsoever as from the first lap onwards may be shown the blue and red flag (double diagonal) with his/her number. He/she must go back to the scale in parc ferme and will be classified according to the number of laps completed. Any driver who does not obey the order given by the blue/red flag may be excluded from the event.

Article 30 – Qualifying Heats

Starting positions in the qualifying heats are awarded according to classification obtained in timed practice.

Article 31 – Point Score for Heats

Each heat will have a length of approximately 10 km and points for the heats will be awarded as follows:

1st place 0 points

2nd place 2 points

3rd place 3points

and so on with 1 point being added for each place.

Any driver, who has not completed the full number of provided laps, even if he/she does not finish the heat, will be classified according to the number of laps completed.

If a driver fails to make the start they will be awarded points equal to the number of entries in the heat of that class. If any driver is disqualified from a race they will be awarded points equal to the number of entries in the heat of that class plus one.

At the end of the qualifying heats, the drivers with the lowest accumulated points will qualify for the finals. In case of a tie in total points between two or more drivers, they will be ranked according to the fastest times set in timed practice. The maximum number of competitors to progress to the first final and second final will be equal to the permitted track density.

Article 32 – Non-competition

It is the spirit and intent of the competition that all races should be contested to the fullest. Where a competitor is considered to have missed or retired from a race in an attempt to gain an advantage, then they may be required to appear before the stewards for the appropriate action and/or penalty.

Article 33 – Final 1 Final 2

The first and second Final will be conducted over a total combined distance of approximately 50km according to the following system. Starting grid positions for the first final are according to the total number of points obtained by the qualifiers in the elimination heats, with lowest total accumulated points to the front. In the case of equal accumulated points, lowest timed practice results will determine the outcome.

Any driver, who does not complete the full number of provided laps, even if he/she does not finish the first final, will be classified according to the number of laps completed. Starting grid positions for Final 2 will be determined according to the finishing position in the first final.

Both finals shall be of equal length.

Article 34 – Reserved

Article 35 – Results

The placings for each round will be determined by the placings obtained in the second final. Any driver who has not completed the full number of provided laps, even if he/she does not finish the final, will be classified according to the number of laps completed.

Trophies will be presented for 1st, 2nd and 3rd place getters at the completion of each round.

Championship points system for the Australian Championships

Points for Placing in Final 1 and Final 2

First 25 pts

Second 20 pts

Third 18 pts

Fourth 16 pts

Fifth 14 pts

Sixth 12 pts

Seventh 11 pts

Eighth 10 pts

Ninth 9 pts

Tenth 8 pts

Eleventh 7 pts

Twelfth 6 pts

Thirteenth 5 pts

Fourteenth 4 pts

Fifteenth 3 pts

Sixteenth 2 pts

Seventeenth 1 pts

Participation points

5 Points awarded for participating in official practice

5 pts awarded recording a time in each individual timed practice session unless excluded.

5 pts awarded by completing 75% of the laps in heat 1 unless excluded

5 pts awarded by completing 75% of the laps in heat 2 unless excluded

5 pts awarded by completing 75% of the laps in heat 3 unless excluded

Championship points for the first final are only available to entrants who receive the start signal in the first final.

Championship points for the second final are only available to entrants who receive the start signal in the second final.

For the Series Champion to be crowned the Australian Champion for KF2 there must have been a minimum of 14 individual entrants across the 4 rounds of the series.

International Karting Committee

Moved: VIC

Second: NSW

Against: VIC, QLD

Carried

Discussion Item(s):

AKA National promotions

A proposal was put up to allow more promotion of the AKA at their National championships

AUSTRALIAN KARTING ASSOCIATION
NATIONAL SPRINT KART CHAMPIONSHIPS SPONSORSHIP

Aim

To continually develop the National Sprint Kart Championships into the premier karting event on the calendar while ensuring it is a suitable promotional tool for the sport across the country. This tool can then be used to promote the AKA brand and encourage potential members to get involved in the sport via the karting.net.au and 1300 30 KART brands.

Background

For the past 47 years the National Sprint Kart Championships have been the pinnacle for karting competitors from all across the country. The event is considered the most prestigious of any event on the Australian Karting Calendar with the winner of each category being awarded the National Championship. Over the past few years the host clubs of the event have gained sponsorship to the tune of \$5,000 - \$10,000 from major sponsors within the sport such as Yamaha and Dunlop.

The involvement of these sponsors required the implementation of their banners and flags around the venues, which not only inferred the event was exclusively the 'Yamaha' Nationals (and not other engines) but also allowed for very little opportunity for the AKA to benefit from the event, as Yamaha capitalised on the major promotional opportunities, as per their rights as naming rights sponsor.

Proposal

The National Executive would like the Association to becoming the naming rights sponsor of the National Sprint Kart Championships and provide the host club with a sponsorship of \$20,000.

This sponsorship will allow the AKA to promote the brand of karting across the event by ensuring it has prime positioning for banners, flags, appropriate other signage and also the branding of podium finishers via karting.net.au hats during the presentations (similar to the regulations in other forms of motorsport).

The host club will still be able to gain other sponsorship through separate class sponsorship relationships and other associated sponsors, however the naming rights and major signage rights will be held by the AKA. The only change to this will be if a sponsor, which is not directly associated with the sport as an engine, tyre, chassis supplier and so on is sourced which will then receive the co-branding rights alongside the AKA.

Benefits

By working with the host clubs on this matter it will allow the AKA to use the event as a promotional and branding tool for the sport while using the karting.net.au and the AKA brands as the key points.

The proposed sponsorship by the AKA will enable a professional promotional look and feel of the venue, rather than a limited number of sponsors banners (which are not directly beneficial to the growth of the sport) around the venue. This plan will also enable a tangible measurement tool for the AKA while allowing the Association for the provision to potential sponsors from outside of the sport, when encouraging them to become involved in the event and the sport of karting.

Moved: WA

Second: TAS

Approved in principle only and more information and a contract to be presented to the NKC.

Carried

Subaru Engines

Inclusion of 4stk OHC engine in 4 stroke class.
Richard Erdmann discussed this issue

Industry Submissions:

IS Item 1

Rule 25.28

"The use of ceramic bearings is not permitted. No ceramic parts are permitted "

Change to: "No rotating ceramic parts are permitted."

Reason:

The rule was changed with the aim to eliminate the use of very lightweight and expensive ceramic components such brake discs and sprockets etc, however we cannot say "no ceramics at all" as there are ceramic parts on a kart, such as spark plugs and some temperature sensors. By changing the wording, this should clarify the situation.

Moved: TAS

Second: VIC

Abstained: SA

Carried

IS Item 2

Rule 41.11

Engine must be run with supplied clutch (Part no. S060 3950 05 or S80 3950 01) Change to: Part no. S80 3950 01. Remove: Part no S060 3950 05.

Reason:

Since the year 2000 at least, Comer engines have been imported with the S80 clutch, part no. S80 3950 01 and we have only ever imported the same S80 clutch as a spare. It now seems however that a small number of people are sourcing from Europe the S60 clutch, (part no. S060-3950 05) as it is perceived to be an advantage. DPE could import and probably sell quite a lot of these clutches but we strongly believe allowing promoting another variable into a class that is currently going from strength to strength is not what is best for karting. It would be better for the sport if there was only one type of clutch allowed.

Moved: NT

Second: NSW

Abstained: QLD

Carried

To be effective from 1st October 2009

Moved: NT

Second: NSW

Abstained: QLD

Carried

Technical Items: Various items to be addressed at the meeting.

Yamaha has discontinued the CDI rotor for the KT100J engine (part number 7G9-85550-00). This part is now super seeded by the TCI rotor (part number 7G9-85600-00). The CDI stator and CDI unit (black box) are still available.
Recommendation

New rule

Rule 36.20 (vii) The TCI rotor may be used as a replacement for the CDI rotor.
Repolarising of the rotor is permitted

Addendum to be implemented immediately

UNANIMOUS

REASON: CDI rotor is no longer available, the remagnetising will be many dollars saved for the karter

Moved: WA

Second: TAS

Abstained: QLD, SA

Carried

Forwarded from Admin committee:

Item 3 – TAS Item 11

Chapter 23 Tyres

Consider removal of wet weather tyres in National classes (J) for a trial period of time.

Reason:

As the J class is considered a 'beginner' class and suiting the 'budget racer' the cost of wet weather tyres cannot be justified.

Anecdotal evidence in Tasmania suggests many competitors are declining to purchase wet weather tyres as they cannot justify spending the amount required to purchase them. Many can afford the cost, but view the expenditure as unjustified when compared to other purchases – for example, a set of tyres for the family car. The longevity and environmental issues of the tyres are also a concern.

Safety and duty of care is maximised when running karts on a wet surface with slicks because the speed of the karts is greatly reduced and all competitors are on a level playing field with driving skill playing a more important role.

Moved: TAS

Second:

Lost

CIK UPDATE

N:\AKA\Conferences\NKC Secretariat Conferences\2009 Meetings\June\Minutes\Jun 09 NKC Mtg Minutes. Approved dist. Jul09.doc

Date Created: Jun09

Date Amended:

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Craig Denton updated the NKC on how the CIK is running at present.

IKD Presentation – follow up from last meeting.

In keeping with AKA policy on engine changes, it was decided that Senior Rotax Max engines fitted with the new CNC cylinder (part number 223993) are not eligible for use at any AKA State championships or the Rotax Nationals until after 1st January 2010 but are free to be used at all other events including the Rotax Pro Tour.

The NKC also determined that Junior Rotax engines fitted with the new CNC machined Junior Rotax cylinder (part number 223994) will be fully eligible for use as of 1st January 2010.

The AKA has negotiated with IKC to enable all existing Junior Max engines to be upgraded to incorporate the CNC barrel at a discounted price of \$350 after January 1st, 2010. This implementation date also allows for competitors to schedule their maintenance over the coming six months appropriately

Any Junior Rotax engines purchased from IKD from 1st July to 31st December 2009 will be supplied with the current cylinder (non CNC type) BUT will received a CNC cylinder at no cost in January 2010. Information on this replacement program will be included with each new engine.

From 1st January 2010 the new CNC cylinder is able to be used at all events including State and National Championships.

It should be noted that there is no requirement for existing competitors to change cylinders. The current model cylinder (non CNC type) will continue to be eligible for use.

International Karting Distributors (IKD) has limited stocks of Senior Rotax Max engines fitted with the non CNC cylinder for those customers wishing to purchase a new engine to race at AKA State Titles and the Rotax Nationals between now and the end of 2009. These are available while stocks last.

The new CNC cylinder by nature of the production process allows Rotax to further reduce any variation in engine performance from engine to engine. Although Rotax have made significant improvement in this area already over the past few years the arrival of the CNC cylinder reduces this variable even further.

Remo Racing - IAME X-30 Engine

The NKC has approved the use of the IAME X-30 engine in the 125cc TaG category and will implement the engine into the 125cc TaG Restricted category following further testing with a restrictor plate fitted.

Remo to work with Victorian and New South Wales state technical Inspectors to do the restrictor testing in their presence – cost of the testing to be borne by importer.

Clutch – St George

Chris Dell spoke to the NKC in regards to the S” Taperlock clutch to be approved for homologation and for immediate implementation into existing clutched classes.

Moved NSW

S” Taperlock clutch to be approved for homologation and for immediate implementation into existing clutched classes

Second: TAS

Carried

General Business:

Stewards/technical committee proposed new rules to be dealt with

1. New rule 25.16(b)

The use of any type of camera on a kart or driver during practice or racing at any permitted race meeting is banned.

For promotional purposes only, permission may be requested from the relevant SKC in consultation with the State Technical Officer.

Moved: NT

Second: TAS

Carried **Effective immediately**

2. New rule 14.03.3

Cool suits must be a fully sealed and self contained body suit, concealed inside the race suit.

Moved: VIC

Second: TAS

Carried Effective immediately

3. **“S” Taperlock clutch approved homologation and for immediate implementation into existing clutched classes.**

Moved: TAS

Second: VIC

Carried **Effective immediately**

4. Chapter 8 – Alter to read -

8.34 Constitution

- a) The AKAC is a duly constituted body that is independent of the AKA and specifically charged with hearing Appeals arising from decisions of an Appeal Tribunal **or a Stewards Hearing from a State or National Championship.**
- b) Any body, official or person affected by any decision of an Appeals Tribunal **or a Stewards Hearing from a State or National Championship** may appeal to the AKAC.
- c) A State Karting Council or the AKA Secretariat or the National Karting Council (NKC), may appeal to the AKAC if it is satisfied that the Appeal should be brought in the best interests of karting.

Moved: NT
Second: NSW
Carried **Effective immediately**

5. Chapter 11 - Rule 11.09.2 -
Rule 11.09.2
Postponement
(the meeting or competition cannot begin or be completed on the proposed date) In the case of a postponement for more than 24 hours, **entry fees shall be returned, on a written request (eg: email / fax) by the entrant within 14 days from the postponement. If this has not been received the entrant will be re entered into the re scheduled event. State Karting Councils/Australian Karting Association/Club and stewards** of the Meeting have the authority to order postponement and they may only do so for reasons of safety or force majeure*. (Refer Rule 4.09 (k))

Moved: NSW
Second: VIC
Carried **Effective Immediately**

6. Chapter 1- Rule 1.07(h)
Rule 1.07(h)
A competitor is deemed to have competed in a section of an event if they have exited the out grid under direction from the grid marshal and proceeded past the baulk line under their own motive power, for a competition. Refer rule 1.07(i)

Carried and also to refer to rule 1.07qq as well.

Moved: VIC
Second: NT
Carried **Effective Immediately**

7. 25.01 (g) Bumper Bars
Add: **DELETE the sentences** these bars and plastic bumpers must be by the original manufacturer and must comply to the drawings attached in all respects. They must not extend outwards any further than 25 mm from the outside of the rear tyre at any time.
RECOMMENDATION: *Replace sentences above with:* They must not extend beyond the outside of the rear tyres/rims at any time dry or wet.

Moved: NT
Second: WA
Carried **Effective Immediately**

8. Clutch retention devices.
All clutches must have fitted, a guard or retention device to prevent the clutch mechanism from leaving the kart in the event of component failure. The guard or retention device must be “fit for purpose” and bolted to the engine in a minimum of two places.

Moved: NSW
Second: TAS
Carried **Effective immediately**

9. Add new rule Rule **25.24.1(q)**
It is permissible and advisable to secure the air inlet tubes into the air induction silencer body with an adhesive.
 Moved: NT
 Second: NSW
 Carried **Effective immediately**
10. Scrutineering **R12.01 (f)**. New rule.
"The responsibility for the safety of the kart and its adherence to the rules at all times belongs to the competitor, not the scrutineer who has absolutely no responsibility in this regard".
 Moved: NSW
 Second: WA
 Carried **Effective immediately**
11. JMX
Junior Max must use genuine gasketsthe white gasket is an aftermarket type and NOT rotax .
 Moved: NT
 Second: WA
 Carried **Effective immediately**
12. Scrutineering
 Chapter 4
 Add to rule 4.17 (a) Chief Scrutineer
 Chapter 12
 Add to 12.01 (e) A kart which has not passed scrutineering on the decision of the **Chief** scrutineer or the stewards cannot take part in the event or section of the event to which the decision relates.

 Moved: VIC
 Second: WA
 Carried **Effective immediately**

13. Formula 100 stand a lone Nationals.

A Request from Dominic Albanese who promotes the Formula 100 to add Formula 100 Heavy @ 170kg to the Formula 100 Stand a lone Nationals.
 The request date is for the 30 /31st Oct – 1st November 2009 and this event would also include the Leopard Final and open performance class.

SA delegate spoke against this date as they are holding a major meeting on the same weekend and as per chapter 20 in the manual this is not allowed. SA event has been in their race calendar and this request has only been presented now?

Victoria also would request that they are able to hold two race meetings on that weekend?

It was brought to the attention of the NKC that the promoter of this event had to have a contract with the AKA to hold this event in the future after discussion at an NKC meeting in 2008.

NKC approved the Heavy class @ 170kg into the event subject to the contract being signed. Contract will be put in place for this promoter once approval has been accepted by the NKC.

The promoter is to forward a written request to the NKC seeking approval as the promoter of the Formula 100 Nationals to run as a Stand alone Nationals. This application is to state the classes in which are to be run, venue and date. Once this has been approved then the contract will be drawn up.

14. AKA Smart Card:

Max informed the delegates on the current situation of the smart card . The Stewards/State secretaries had a phone hook up with the IT person to discuss issues that they had and prioritised what needed to be done immediately and to go over the officials section of the card.

The online licence renewals is to be the highest priority on the list to be completed as this is what the karters and clubs are asking for. The licence system has to be completed first before the race program as it all works hand in hand and the licence data needs to be correct for all the rest to work.

Meeting Closed: 3.55pm