

Minutes



AUSTRALIAN DIRT KART ASSOCIATION INC.

Rule Change Meeting

August 2010

Saturday 14 August at St John Centre Elizabeth commenced 9.15am

Entitled to Attend:

A.I.D.K.A President
A.I.D.K.A Vice President
A.I.D.K.A Treasurer/Licence Secretary
A.I.D.K.A Secretary
A.I.D.K.A National Track Safety Officer
A.I.D.K.A National Steward Coordinator
A.I.D.K.A National Scrutineer Coordinator
A.I.D.K.A National Technical Officer
Adelaide Dirt Kart Club Inc
Alice Springs Karting Club Inc
Angas Go-Kart Club Inc
Blanchetown Kart Club Inc
Busselton Dirt Kart Club Inc
Desert Dirt Kart Club Inc
Dirt Trackers Kart Club Inc
Great Southern Kart Club Inc
Jenna Kart Club Inc
Kangaroo Island Go-Kart Club Inc
Kambalda Dirt Kart Club
Loxton Karting Club Inc
Lucindale Kart Club Inc
Morgan Dirt Kart Club Inc
Port Pirie Go Kart Club Inc
Renmark Dirt Kart Club Inc
Tatiara Karting Club Inc
Yorke Peninsula Dirt Kart Club Inc

Public Officer

Bob Gelston *
Geoff VanRossum *
Belinda Muehlberg - apologies
Annette Rance *
Peter Bull - Apologies
Malcolm Hall
Bob Waters *
Michael Burford - acting
Mark Burford *
Apologies *
Darren Rowe *
Darren Lovegrove
John Keen
Trevor Michelmore
Brendon Bryden
Neil Morrell *
Luke Morton *
Darren Barnes -Apologies
Craig Mussen - Apologies
Julie Falland *
Scott Rayner *
David Modistach
Kim Rodda
Jayne Gelston *
Lawrie Tucker *
Brenton Talbot - Apologies

Len Hill (Apologies) *

Club Members

APOLOGIES:

ASKC, Cassandra Ling; Public Officer, Len Hill; Peter bull, Bruce Heinrich, Darren Barnes, Craig Mussen, Brenton Talbot

GUESTS: Alan Brown

President Address:

We have formed Technical Sub Committee: Alan Brown, Mark Burford, Steve Falland overseen by AIDKA Public officer Len Hill

Technical sub committee: 4 people will be calling for 4th person throughout the year clubs send to Secretary then forwarded to sub committee. Keep this committee maintained and kept there.

Business; Proposed Rule Changes as submitted.

No 1.

Driver Licence

5.3 To compete in a class you must have the appropriate licence grade or a higher grade for that class.

Senior Licence Grades:

A Grade – 200cc

B Grade – 100cc; KT Twin; 125cc and Outlaw

C Grade – KT

D Grade – J Open

Junior Licence Grades:

Junior

Rookie

Proposed (Loxton)

Senior Licence Grades:

A Grade – 200cc; 100cc; KT Twin; 125cc and Outlaw

B Grade – KT

C Grade – J Open

Junior Licence Grades:

Junior

Rookie

Reason; The current B Grade drivers have a minimum age of 16 years which is the same for the 200cc class. B Grade drivers are just as capable drivers as the 200cc class drivers. At small club meetings often these classes are joined together.

Proposed (Renmark)

Change Grades to

A Grade: 200cc, KT Twin and Outlaw

B Grade: 100 and 125cc

C Grade: KT Classes

D Grade: J Open

Junior licence grades to remain the same except for weight as per previous rule change proposal.

Loxton: For: 1 Against: 13

Renmark: For: 10 Against: 3 Abstain: 1

Renmark proposal ACCEPTED

No 2.

5.5 Junior and Rookie Drivers are defined as being seven years of age and up to fourteen (14) years of age. At the age 14 the driver may elect to become a senior driver or continue as a junior driver for the

remainder of the licence year. Once electing to become a senior driver, he/she must upgrade their licence to a senior driver and by doing so will no longer be eligible to participate in junior events.

5.5 Addition

Proposed (Treasurer) They must hold a Senior Probationary Licence before participating in any senior field.

For: 14 Against: 0

Proposal ACCEPTED

No 3.

General

7.2 All Clubs are to submit a partial season race calendar indicating the preferred dates for Blue Ribbon Events (Club, State, and Territory Championships), long standing annual events to A.I.D.K.A Secretary by 31st May of each year.

Proposed (President) Add

No other Club in that State will be able to hold any other meeting, when a Blue Ribbon event being held.

For: Against:

Proposal WITHDRAWN

No 4.

8.7 From the time karts are released from the grid until the start is given, Drivers are under Starters order. Karts will cover one (1) formation lap before start may be given. The start shall be a rolling start. At the end of formation lap(s) Drivers will approach start area at a slow speed in two (2) lines. No lights will be on during the approach stage. Karts must maintain formation. No kart shall accelerate before the kart in pole position reaches the acceleration line (optional) or green light/flag is given. If starter is not happy with procedure he/she will switch on yellow light indicating a further form-up lap.

Proposed (President) Delete "kart in pole position reaches the acceleration line (optional) or"

8.7 From the time karts are released from the grid until the start is given, Drivers are under Starters order. Karts will cover one (1) formation lap before start may be given. The start shall be a rolling start. At the end of formation lap(s) Drivers will approach start area at a slow speed in two (2) lines. No lights will be on during the approach stage. Karts must maintain formation. No kart shall accelerate before the green light/flag is given. If starter is not happy with procedure he/she will switch on yellow light indicating a further form-up lap.

For: 8 Against: 6

Proposal ACCEPTED

No 5.

8.7.1 The acceleration line will be defined by the use of a marker cone on the infield.

Proposed (President) Delete and renumber rules.

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Reason; Rules 8.8 & 8.9 clearly state "Until the start is given"

RULE DELETED as per Rule change No. 4 (no use of acceleration line)

No 6.

8.16 No kart shall be restarted during the running of a race, once the race has been started. Clutch driven karts are exempt provided the Driver has not left the seated position and assistance is not received to restart.

Proposed (President) Add

Rookie class can be restarted if it can be safely done

For: 14 Against: 0

Proposal ACCEPTED

No 7.

8.17 Any driver, who causes a race stoppage, due to a rollover or injury, or suspected injury shall not be allowed to compete in any restart of that race.

Proposed (Renmark)

ADDED TO RULE: CHANGE WORDING TO INCLUDE:

Rule 8.17: Any driver who as a result of a serious rollover or potentially serious injury shall not be able to compete in any restart of that race or compete in other immediate class of racing, until they have been cleared by St John or State Ambulance Service or have been observed for a minimum of 30 minutes by First Aid personnel to not have any residual affects of rollover or injury. **If a driver is deemed to be unconscious for any length of time following an incident on track then they shall not compete at all until medical clearance is given by GP.**

For: 12 Against: 1 Abstain: 1

Proposal ACCEPTED

No 8.

Proposed (President) Add

8.17.1 Any driver that is suspected of any loss of Conscious State will take no further part of that meeting until checked out by a Medical Practitioner. (Entry to be made into Log Book)

For: 11 Against: 2 Abstain:

Proposal ACCEPTED

No 9.

8.18 Any Driver may continue to race under protest in any position provided they approach the Drivers representative at the completion of the race at which time the Driver will be advised further.

Proposed (President) Delete

Reason; How can they continue to race under protest while they are racing?

For: 7 Against: 7 Tied vote President proposed rule deferred to Vice President to submit casting voted VP voted FOR. For: 8 Against: 7 Proposal ACCEPTED

No 10.

9.9 Three (3) or more nominations must be present on the day for an Event to be run (excluding KT Single Classes), the organisers reserve the right to cancel any Event or to combine Classes if necessary to do so.

Proposed (President)

9.9 Three (3) or more nominations must be present on the day for a class to be run , the organisers reserve the right to cancel any class or to combine classes if necessary to do so.

For: 13 Against: 1 Proposal ACCEPTED

No 11.

9.10 All KT Single Classes to be a minimum of five (5) Drivers per day. Five (5) nominations to constitute a class for KT Single Classes otherwise combine with other KT Single Class.

Proposed (President) Delete;

Reason; Why just this class. Rules contradict each other.

For: 14 Against: 0 Proposal ACCEPTED

No 12.

9.11 The maximum contestants in any final will be sixteen (16), unless an A.I.D.K.A. National Track Safety Officer has specified a lower track limit.

Proposed (Adelaide)

9.11 The maximum contestants in any final shall be 20, unless an AIDKA National Track Safety Officer has specified a lower track limit.

Reason; Where a lot of classes contesting at major events such as state titles can have fields 40 plus, allowing additional starters gives some extra drivers the chance to compete in the final. There should be no reason if the track is safe to race 20 karts in a heat that 20 should not start in the final

For: 11 Against: 3 Proposal ACCEPTED

No 13.

9.12 Grid and Meeting Positions

Proposed; Rule 9.12 (Angas) QUICK GRID Rule to be used in its entirety to be added as 9.12)

of the General Format rules
Rationale; As Quick Grid is not mention in current 2010 Rule Book

For: Against:
Proposal ACCEPTED/DECLINED
Proposal WITHDRAWN

No 14.
9.12 Grid and Meeting Positions

Addition: 9.12.3 Late Nominations to Rear of Field all day including all Finals at club discretion

Rationale; This will stop people arguing with the club when they nominate late and want to race in the final in point's position, when quick grid does not allow this to happen, also it will make people nominate as per club or AIDKA requirements for racing.

For: 13 Against: 1
Proposal ACCEPTED

No 15.
10.1 Weights

J Junior Light Combined weight 95kg.

Proposed (Lucindale) No weights to be added to junior karts to weigh up.
Delete Combined weight for J Junior Light.

Reason: Light drivers under 95kgs are usually new additions to this class and lack the body strength to move dead weighted karts and Heavy drivers under 115kgs should be racing in the Lights.

For: 3 Against: 11
Proposal /DECLINED

No 16.
10.1 J Junior Light combined weight 95kg
J Junior Heavy combined weight 115kg

Proposed (Tatiara)

J Junior Light combined weight up to 99kg

J Junior Medium combined weight 100kg-119kg

J Junior Heavy combined weight 120kg and over

Reason; Make junior karting safer because of no weight carried on karts. To be run at club race meetings, State, Territory and National Title Events. Having the three junior classes would not disadvantage Junior competitors.

Proposal WITHDRAWN

No 17.

Proposed (Renmark)

RULE 10.1 Weights -

DELETE RULE 10.1 weights for Juniors, change rule to have no weights for juniors change to A, B, C and D groups.

DELETE RULE 10.4: Part which reads - Maximum kart weight for J Junior when a light class is offered shall be 70kg or a combined weight of 105kgs when a light class is not offered. A J Junior driver may race in one (1) weight class only on the day.

Rationale:

H= Rookies only

G = Rookies to Junior class (Step up class, for 1 race season)

F= Juniors who have at least 1 race season experience in G Grade

E = Juniors that are experienced in racing , or those that have been racing under the current rules in Junior light/heavy class for at least 1 season.

Once juniors have moved up to the F or E grade they cannot go back to G grade. This will allow the splitting of juniors into groups relevant for their driving skills not determined on their weight, too many issues have arisen where top junior drivers are choosing to race lights one week and then heavy. Stewards will have the ability to determine whether a junior should be F or E grade.

Licence grade remains as a Junior or Rookie licence

Proposal WITHDRAWN

No 18.

Proposed (Dirt Trackers)

10.1 No minimum weight limit for Junior light class

OR:

10.1 J Junior Light75kg Combined Weight

Reason:

- 1) Most J Light drivers are forced to carry too much weight on their kart to bring them up to Combined weight of 95kg. The average 7-10 year old driver weighs 20-30kg.
- 2) A rollover with the kart landing on the driver, the junior drivers cannot push the karts off themselves with so much weight on the kart.
- 3) When they spin out most of them have difficulty pulling their kart off the track out of danger.
- 4) Even for an adult push starting these karts, they are weighing heavier than most senior driver karts.

Proposal WITHDRAWN

No 19.

10.1 J Open115kg Combined Weight

Proposed: 10.1 J Open 120kg Combined weight

In line with KT lights

Reason: This class has opened up to both female and male drivers who want to have a low cost drive. It is not just for young/light drivers. It is a senior class and should have a similar weight to KT Light **For: Against:**

For: 10 Against: 4
Proposal ACCEPTED

No 20.

10.1 Weights

Outlaw Combined Weight 160 kg

Proposed (Jenna)

Weight for Outlaw to be increased to 180kg.

Reasoning: To create a level playing field and safety.

It has come to our attention that numbers in Outlaws are dropping. When past drivers were approached, it became apparent that the reason was a weight issue.

Drivers have expressed that the "leveller" in previous years was due to the restricted compound of their tyres. However, when tyres were opened and softer compounds permitted, this created a situation that benefited the lighter drivers entering the Class. The weight increase could also be argued on grounds of safety. As spectacular as it is, the lifting of front wheels under power is essentially a loss of steering control. Increasing kart weight would see that power put to the ground. There is no demand for a light and heavy field as is necessary in other classes, so the increase in weight would make a fairer field for all drivers.

For: 4 Against: 9 Abstain 1
Proposal DECLINED

No 21.

200cc Open Combined weight 160kg

Proposed (Lucindale)

200cc Open Combined weight 180kg.

Reason: This category is extremely powerful, currently drivers could shift straight from KT Lights (upon turning 16) into this category, without gaining experience in a slightly more powerful kart first. This category was also designed for the heavier competitor to enjoy, there is already options available for combined weights of 160 kgs.

For: 3 Against: 10 Abstain: 1
Proposal DECLINED

No 22.

125cc Light Combined weight 135 kg

Proposed (Adelaide)

125cc Light Combined weight 140 kg

Reason; 125cc heavy numbers are generally much higher than the 125 light class. Moving the weight up 5 kg will allow a few heavy drivers to drop to the light class, balancing the classes out.

For: 9 Against: 5

Proposal ACCEPTED

No 23.

10.2 A.I.D.K.A shall procure scales on behalf of Clubs (as determined by National Council). Clubs shall be responsible to maintain and carry out any repairs necessary. Approved and supplied scales shall be capable of weighing both Kart and Driver. The scales are to be set out on a level concrete pad and the base of the scales is to be bolted to the pad. The scale platform is to be built to A.I.D.K.A. standard specifications. Karts are to be weighted in one direction, which is to be clearly indicated on the scales.

Proposed; (Adelaide) Additional to Rule
Driver must stand in kart seat to weigh total combined weight.
Reason; To establish a standard procedure to weigh drivers in karts.

For: 8 Against: 5 Abstain: 1
Proposal ACCEPTED

No 24.

10.3 A person who contravenes Rule 11.1(Table) will be guilty of an offence and be liable to penalty.
The offence shall be Appendix "C" Penalty 3 (loss of points for heat).

Proposed (Renmark)
Rule 10.3, change wording to reflect correct table rule, ' A person who contravenes Rule 11.1 (Table)..... should read '

A person who contravenes Rule 10.1 (Table).....

For: 13 Against: 1
Proposal ACCEPTED

No 25.

10.4 Maximum kart weight for J Junior when a Light Class is offered shall be 70kg or a combined weight of 105kgs when a light class is not offered. A J Junior driver may race in one (1) weight class only on the day. Maximum Kart weight for KT Medium and KT Heavy Classes when a Light Class is offered shall be 75kg and 85kg in 125cc Heavy Class when a Light class is offered. Maximum kart weight to be determined prior to karts leaving the out grid.

Proposed (Tatiara) Add
No weights to be added to any junior Medium or heavy kart Class. When no heavy class offered the Junior heavy to race as a medium. A junior driver may race in only in (1) weight class on the day.

Reason; Make junior karting safer because of no weight carried on karts. To be run at club race meetings, State, Territory and National Title Events. Having the three junior classes would not disadvantage Junior competitors.

Proposal WITHDRAWN

No 26.

Proposed; Busselton. Change the words prior to leaving in out grid. Add words at any time. The driver may request that the kart be cleaned with the presence of a steward.

10.4 Maximum kart weight for J Junior when a Light Class is offered shall be 70kg or a combined weight of 105kgs when a light class is not offered. A J Junior driver may race in one (1) weight class only on the day. Maximum Kart weight for KT Medium and KT Heavy Classes when a Light Class is offered shall be 75kg and 85kg in 125cc Heavy Class when a Light class is offered. Maximum kart weight can be determined at any time. The driver may request that the kart be cleaned with the presence of a steward.

Reason- This will stop delays with racing and make it easier to set up scales in one spot

For: 8 Against: 5 Abstain: 1
Proposal ACCEPTED

11.25am – 11.35am break

No 27.

10.5 Weights must be attached to the frame or seat only. Weights less than 3kg must be fastened with a minimum 8mm high tensile bolt and locknut. Weights above 3kg must be fastened with a minimum of one additional 8mm high tensile bolt and locknut per 5kgs or part thereof. All weights must have 30mm washer placed against both the bolt head and the securing nut.

Proposed (President)

Weights above 3kg must be fastened with a minimum of one additional 8mm high tensile bolt and locknut per 5kgs or part thereof. All weights must have 30mm washer placed against both the bolt head and the securing nut. A maximum of 8kg can be bolted to fibreglass seat. Remainder of weights must be bolted to chassis of kart.

Proposal WITHDRAWN

11.42am

No 28.

11 Classes;

Proposed (Dirt Trackers) New Rule:

Clutches be allowed for all Yamaha classes after testing of available clutches. Testing period to be 3-6 months. AIDKA to stipulate which clutches can be used after testing period. Racing rules should be the same as 125 Class i.e. must not have outside assistance to rejoin race, dangerous entry, starting own kart etc.

This rule that was voted on and accepted previously but has not been acted upon.

Reasoning:

We continue to have incidents on the grid from people pushing karts, falls, breaks.

For: 1 Against: 13
Proposal DECLINED

Executive will implement that rookies will continue to run clutches, technical committee advises model of clutches

11.58AM

No 29.

11 CLASSES

11.1.1 Rookie

(b) Single Yamaha KT100J Engine as per Rule 11.2 with an A.I.D.K.A Approved and issued Restrictor fitted between the header and motor which all exhaust gas must pass through.

Proposed; (Adelaide) Addition to rule.

No modifications are allowed to the restrictor and no additional devices may be fitted in order to improve the flow of exhaust gasses through the restrictor.

Reason; Currently there is nothing stopping adding additional devices in front of the restrictor to help force the exhaust gasses through the restrictor, therefore improving HP.

For: 13 Against: 0

Proposal ACCEPTED

12.01pm

The technical committee and executive are working on a tagged restrictor

No 30.

11 CLASSES

11.1.2 J Junior – Light, Heavy

(a) Restricted to Junior drivers as defined in Rule 5.5

(b) Single Yamaha KT100J Engine as per Rule 11.2

Proposed (Tatiara)

11.1.2 J Junior – Light- Medium- Heavy

(a) Restricted to Junior drivers as defined in Rule 5.5

(b) Single Yamaha KT100J Engine as per Rule 11.2

Proposal WITHDRAWN

No 31.

Proposed (Lucindale) New Rule

11.1.2 (c); No weights are to be added to Junior Karts to weigh up.

Reason: Light drivers under 95kgs are usually new additions to this class and lack the body strength to move dead weighted karts and Heavy drivers under 115kgs should be racing in the Lights.

Proposal WITHDRAWN

No 32.

Proposed; Rule 11.1.4 (c) (Angas)

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New Rule: 14.8 All motors must be fitted with the appropriate sealing nut as per Appendix A17 (b)
Rationale By having this nut fitted all year round, this will eliminate the problem of members not having the required nut for sealing method for all Title events, and Engine Builders will know that this nut must be fitted at all times when motors are re-built.

**For: 14 Against:
Proposal ACCEPTED**

12.04 pm

No 33.

11.1.10 200cc Open

(a) Minimum age Sixteen (16) years.

(b) 130cc to 200cc (+10%)

Proposed (Lucindale)

Add (b) 200cc Open drivers to have held a B grade license for minimum 12 meetings {and have minimum combined weight of 180kgs}.

(Weight component has been dealt with as proposed change to 10.1.)

(c) 130cc to 200cc (+10%)

Reason: This category is extremely powerful, currently drivers could shift straight from KT Lights (upon turning 16) into this category, without gaining experience in a slightly more powerful kart first. This category was also designed for the heavier competitor to enjoy, there is already options available for combined weights of 160 kgs.

**For: 4 Against: 10
Proposal DECLINED**

12.06pm

No 34.

Proposed New Rule 11.1.11 (Busselton)

11.1.11 125 Veterans

(a) Restricted to Drivers who are at least 50 years of age by January 1st in the year of racing.

(b) The only eligible engines are the IAME Parilla 125cc LEOPARD as per rule 11.4 ROTAX FR125 Max as per rule 11.5 and the PRD 125cc Fireball as per Rule 11.6

(c) The weight for this class would be 160kg as most drivers of this age seem to be around this weight

Reason; As the population is getting older in general we need to allow for this and try to keep as many people in go karting as possible. This class would allow older people the option to run in a class that has a clutch and therefore does not require pushers

WITHDRAWN

12.07pm

No 35.

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11.2 Engine Measuring J Classes

Proposed (Dirt Trackers)

11.2 KT100J motors measuring to be brought in line with other karting associations

REASON: This rule will be inline with the biggest kart assoc in Australia A J engine can be used in either bitumen or dirt. The engines do not be pulled apart for measuring or testing. Engine market is bigger for bitumen or dirt over pricing for dirt. Builders not having problems making 2 different engine specs, also makes engines more even by equalising the "special barrels"

Recommendation put forward to Technical committee for further investigation. Technical committee will report to council.

All clubs agreed

Technical issues can be introduced without a rule change meeting subject to technical panel.

12.20pm

No 36.

11.2.4 Legal Additions:

Shall be limited to the following: Chain guard, motor mount, direct drive gear, carburettor return springs, extension of carburettor jet needles, \ third bearing and adaptor, temperature gauge, tachometer, air-cleaner and adaptor.

Proposed; Rule: 11.2.4 Legal additions (Angas)

Add - The air cleaner's sole purpose is to filter the air. No Modifications or additional parts allowed that may be a performance gain.

Add- The adaptor's sole purpose is to mount the air cleaner. Any additional features deemed to be a gain in performance is illegal.

Rationale; To keep engines controlled, & on equal playing field.

Recommendation put forward to Technical committee for further investigation. Technical committee will report to council.

All clubs agreed

Technical issues can be introduced without a rule change meeting subject to technical panel.

12.26pm

No 37.

11.2.5 Clutch:

(a) J class Rookies have the option to use a "STRIKE" clutch only as an aid for driver education. No other brand is to be permitted. Clutches are "NOT to be Permitted" for competition in "All" other "J" classes, e.g.: J Junior {Light and Heavy} and J Open.

This applies to all State, Territory and National Titles as well Club Competition Events.

(b) All engines fitted with a clutch must have an ignition kill switch

(c) A.I.D.K.A may approve additional clutches for use in this class.

Proposed (Jenna)

All J-Classes can use clutches either Strike or Itali (optional)

Reasoning: Safety.

Many of the Junior drivers would struggle to remove their karts from the track in the event of their kart spinning or not being able to continue racing creating situations placing drivers and/or officials in danger of being on the track as other karts were still racing. For occupational and health reasons, this allows parents to start karts without the need of actually lifting a kart to push thereby avoiding accidents on the grid. The safety of drivers and pit crew outweighs the extra costs. As previously advised to AIDKA, the following still applies: The cost of clutches is outweighed by the benefits perceived by the parents of the Rookies and Juniors using them. They consider that karting is not cheap per se, and buying a clutch is a helpful aid to them, especially in regard to keeping their child interested in the sport. To those using clutches for their children, they consider the cost of the clutch and the starter unit to be a necessary part of their karting experience, and neither did they report any problems with the batteries, having advised that they recharge them as required which maintains their life as per rechargeable batteries go. To emphasise this point, Will Ryan, Brad Willis and Marissa Bywaters have stated they use their starter motors to start more than one kart on a race day without any problems. Brad Willis shared that his costs regarding clutches were around \$160 for the year for two karts and that the sprockets last a long time. There was no indication that clutches increased maintenance costs or added to ongoing race costs. Colin Nelson advised that with a good quality chain, some care and usual maintenance, that costs can be on a par with other karters. His son Braidyn Nelson has run ten race meetings without extra costs. Will Ryan also stated that the cost of sprockets have been alleviated with the introduction of a replaceable sprocket which comes in both a ten-tooth and 11-tooth sprocket. This should be considered as an option to help karters keep the cost of racing down if AIDKA were leaning this way to reduce costs. Damage to crankshafts was non-existent and it was suggested that if there were, it could be attributed to error in trying to start the motor when a problem was already apparent. As Will Ryan pointed out, he has had his starter unit for two years and uses it extensively for two karts each race meeting and also in his business without any problems or failure. As to the suggestion that clutches have a huge advantage over fixed drive karts in a racing incident, this is not apparent at race meetings in Western Australia. Accidents and incidents do occur, but all race incidents are dealt with equally and fairly by our Stewards, as deemed necessary. J Classes may be a low cost entry to the sport, but it is not unheard of top J drivers spending thousands of dollars upon their motors to get the best performance from them as this is a competitive sport. Promoting clutches can actually benefit the sport; namely by advising parents that their child can learn to drive with a clutch which means they will finish races. Not finishing races can be disheartening, not only for children but for people of all ages. J karts may be "easy to push" but this is not always the case when parents have more than one child in the class. Mariesa Bywaters stated that she helps her daughter and would find it extremely difficult to push start her kart, whereas a starter motor allows her to be involved. It was also unanimously agreed that it is safer to start a kart with a clutch than to push start a kart, potentially leaving a parent to be injured on the grid/out on the track as happens occasionally when an attempt is made to push start a kart that doesn't fire as expected. It should also be noted that clutches are compulsory under other kart disciplines and to encourage some of those drivers to try dirt racing, we should consider that. Safety points were also raised by our Committee and cover the following:

- If a Rookie or Junior with a clutch is involved in a coming together, or spins out on the track, then yes, that kart can simply continue on again if the clutch engages. However, if no clutch is fitted to the motor, then the driver is put at risk of injury by being required to get out of the kart on to the track while racing is in progress. We all know that some of the Rookies and Juniors still do not have well-developed decision making skills at this stage and can often be unsure which direction to try and remove the kart from the track.
- No person, parent or pit crew, should be required to attempt to lift any kart in the position that is currently required to get the back wheels off the

ground. This bent over position is clearly against all OHS guidelines in respect to lifting heavy weights. These issues should actually be addressed across all Classes and not just Rookies and Juniors.

- Having all karts with motors running whilst waiting on the grid is a far safer way of starting a race than the chaos that sometimes occurs when a pusher falls over on the grid or a kart will not start as it is being pushed.

To sum up the benefits of clutches:

- Costs are not excessive for the benefits perceived.
- Sprockets are replaceable and can alleviate ongoing costs.
- Batteries can be maintained without problems for over two years.
- Damage reported has been non-existent by karters in Western Australia.
- Clutches add an element of safety to parents who have to start their child/children.
- Clutches allow drivers to finish races which gives them a sense of accomplishment and encourages them to continue in the sport.
- A safety factor comes into play when a young driver is required to remove themselves from a kart that has stalled on the racetrack.
- Lifting karts by the rear bar brings into question Occupational and Health Safety guidelines.
- For reasons of safety, it is preferable to start karts on the grid with a clutch than to push them, risking injury to the pushers.

As already explained regarding race incidents:

- Incidents are dealt with by Stewards, as necessary, regardless of the use of a clutch.

It should also be noted that the Ruling to only run clutches in the Rookies class introduced earlier this year affected our membership conversely, regardless that we were permitted to run clutches under Supplementary Regulations.

For: 2 Against: 11 Abstain: 1
Proposal DECLINED

12.42pm

12.42pm – 1.15 pm Lunch break

No 38.

Proposed; Rule : 11.2.5 Clutch (Angas) Delete Item [C]

Item [C] has been added in, yet leaves it open to contradict the Part A & B.

Rationale; A& B only, are sufficient to give the clear direction. Any change to clutch types must come via a rule change proposal procedure.

For: 6 Against: 8 Abstain:
Proposal DECLINED

11.2.5

c) AIDKA may approve additional clutches for use in rookies

For: 14 Against: 0
PROPOSAL: ACCEPTED

1.19pm

No 39.

Proposed; Rule : 11.2.5 Clutch (Angas)

Should it be proposed to introduce "Optional; " Clutches to J Junior & J Open classes, then

Add- The Strike SSS J- clutch, as used in Rookie class, is the ""ONLY "" permissible type & model . No modifications allowed to drum or shoe assy.

Rationale; To avoid multi makes /models from adding costs to purchase , preventing continual testing , & then discard lower performing ones. To keep easily controlled by limiting specifications needed .

WITHDRAWN

No 40.

Proposed (Adelaide) Addition to rule.

Rookies have the option to use a strike or Itali sport Red clutch....

Reason; in the past years Rookies have been allowed to use any brand of clutch they wanted to. This allowed drivers to purchase secondhand clutches from several sources. It has been tested in the past and shown that the Itali sport clutch is no faster but provides several benefits such as replaceable sprockets, cheaper running costs and very similar purchasing costs.

WITHDRAWN

No 41.

11.2.5 (c) AIDKA may approve additional clutches for use in this class"

Proposed (Angas)

Delete

WITHDRAWN

No 42.

11.2.6 (j) Clutch non-tech items are clutch sprockets, bearings, bushes, spacers and fasteners & woodruff keys.

Proposed (Angas)

Delete

Rational- clutches not permitted in this class.

CHANGED TO:

11.2.6 (j) Rookie clutch non-tech items are clutch sprockets, bearings, bushes, spacers and fasteners & woodruff keys.

**For: 14 Against: 0
Proposal ACCEPTED**

1.24pm

No 43.

11.2.7 Displacement:

The maximum piston and stroke are: Piston-51.00mm Stroke-50.05mm

Proposed (Angas)

11.2.7 The maximum piston and stroke are: Piston-51.20mm Stroke-50.05mm

Rational- Additional capacity is 0.78 cc (less than 1cc) Additional life to old engines

For: 7 Against: 6 Abstain: 1

Proposal ACCEPTED

1.34pm

No 44.

11.2.11 (b) Legal pistons are Yamaha, KSI or Strike. Piston crown to be as cast. The chamfer on the skirt of the piston is to be not more than 0.9mm maximum. It is permissible to notch the piston to allow for earless cir-clips. The piston skirt length may be machined, providing it conforms to the current specifications as laid down in these Rules of Racing.

NOTE: Skirt length must be equal distance on both sides

Proposed (Angas) Remove –crown to be cast

11.2.11 (b) Legal pistons are Yamaha, KSI or Strike. The chamfer on the skirt of the piston is to be not more than 0.9mm maximum. It is permissible to notch the piston to allow for earless cir-clips. The piston skirt length may be machined, providing it conforms to the current specifications as laid down in these Rules of Racing.

NOTE: Skirt length must be equal distance on both sides

Rational- Expansion of pistons available currently

REWORDED:

11.2.11 (b) Legal pistons are Yamaha, KSI or Strike with cast piston crown or Strike Evolution 1 with machined piston crown. The chamfer on the skirt of the piston is to be not more than 0.9mm maximum. It is permissible to notch the piston to allow for earless cir-clips. The piston skirt length may be machined, providing it conforms to the current specifications as laid down in these Rules of Racing.

NOTE: Skirt length must be equal distance on both sides

For: 14 Against: 0

Proposal ACCEPTED

1.39pm

No 45.

11.2.13 Crankshaft:

Must be stock and have a minimum width across the top of the crank wheel of 48.8mm.

Plugging of the counter balance recesses, shot peening, polishing is forbidden. Crank pin is to be the standard solid pin. It is permissible to recondition the crankshaft main shaft by plating. The minimum diameter of the crankshaft is 93mm. Repair of the drive side crankshaft end, where the threaded section has broken off by drilling and tapping the centre

of the crank to accept an M6 or M8 screw.

Proposed (Angas) Minimum diameter of 93.0 mm needs to be replaced with minimum diameter 92.7 mm.

11.2.13 Crankshaft:

Must be stock and have a minimum width across the top of the crank wheel of 48.8mm. Plugging of the counter balance recesses, shot peening, polishing is forbidden. Crank pin is to be the standard solid pin. It is permissible to recondition the crankshaft main shaft by plating. The minimum diameter of the crankshaft is 92.7mm. Repair of the drive side crankshaft end, where the threaded section has broken off by drilling and tapping the centre of the crank to accept an M6 or M8 screw.

Rational; Existing cranks are less than 93.0 mm currently all other existing text to stay. Update to current specs.

**For: 13 Against: 1
Proposal ACCEPTED**

1.41pm

No 46.

11.2.19 Exhaust Header Pipe:

This item is not restricted to the original manufacturer but must completely conform to the type (style) of the original header pipe. Inside diameter must be parallel. Length 120mm minimum (per new measuring method). Maximum inside diameter of 36mm. Minimum diameter 34mm. (as per diagram). Modifications to fit exhaust gas temperature gauge sensor is permissible.

Proposed Rule : 11.2.19 Exhaust Header Pipe (Angas)

Add – Exhaust gas area from piston to muffler, the gases must pass through , in the manner in which the original manufacture intended. No additional parts/paths allowed within, that may gain performance.

Rationale; to keep engines controlled, & on equal playing field.

**For: 12 Against: 1 Abstain: 1
Proposal ACCEPTED**

1.43pm

No 47.

11.2.20 Exhaust Muffler

The only permissible exhaust mufflers are those that are commercially available.

Proposed Rule : 11.2.20 Exhaust muffler (Angas) "" Commercially available""

Remove commercially available.

Add - Muffler must be commercially manufactured for Karting. No internally individual modifications allowed. External repairs or damage that doesn't gain performance are allowed.

Rationale; to keep controlled & available to all drivers, without individual's modifications.

For: Against:

Proposal ACCEPTED / DECLINED

Recommendation put forward to Technical committee for further investigation. Technical committee will report to council.

All clubs agreed

Technical issues can be introduced without a rule change meeting subject to technical panel.

1.41pm

No 48/50

11.3.1 Single KT 100S Piston Port Engine only as manufactured by Yamaha with standard external appearance (no left hand conversions) from carburettor inlet to barrel exhaust outlet. Engine Capacity 100cc (+10%). Piston port engine must retain piston induction only (no reed or rotary induction allowed). External modifications which do not in any way affect a performance gain is legal.

Proposed (Angas) Remove- "Engine capacity 100cc (+10%)"

11.3.1 Single KT 100S Piston Port Engine only as manufactured by Yamaha with standard external appearance (no left hand conversions) from carburettor inlet to barrel exhaust outlet. Piston port engine must retain piston induction only (no reed or rotary induction allowed). External modifications, which do not in any way affect a performance gain, are legal.

For: 11 Against: 2 Abstain: 1

Proposal ACCEPTED

No 49.

11.3.4 Crankshaft & Connecting Rod

Crankshaft must be the original KT 100S with a maximum stroke of 46.20mm. The Connecting Rod must be original KT100S, KT 100J or KSI replacement.

Proposed (Angas) Remove "or KSI replacement"

Rational – Simplify options of Crankshaft and Conrod to Yamaha origin only.

OR

KT100 S Specifications

Crankshaft and Connecting rod. – 11.3.4

Need to separate the crankshaft rule and conrod rule into separate areas:

Crankshaft:

Crankshaft must be the original KT100S with a maximum stroke of 46.20mm.

Note- Yamaha is not etched on the newer crankshafts.

Conrod:

Remove "or KSI replacement"

Rational - Conrod to be of Yamaha origin.

PROPOSAL WITHDRAWN

No 50.

Proposed (Angas)

11.3.4 Remove – “with a maximum stroke of 46.20 mm “

Create Rule to cover Maximum Stroke and Maximum Piston size.

Max Stroke 46,20 mm

Max Piston size 55.00 mm

Rational – Simplify, make easier for engine measurers rather than calculating 110cc depending on what the actual stroke of any given engine is.

Volume 55mm Diameter X 46.2mm height = 109,76 cc

For: 11 Against: 2 Abstain: 1

Proposal ACCEPTED

This will be added to 11.3.1

2.05pm

No 51

Proposed (Angas) New Rule KT100 S Specifications

11.3.8 – Carburettor adaptor and phenolic spacer.

Define minimum width of the phenolic spacer and alloy carburettor adaptor.

The issue is what length are the phenolic spacer and the aluminum adaptor.

Have seen these components machined very thin, not stock appearing (grey area)

The distance from cylinder inlet face to piston has to be controlled also.

Dimension could be 1/2 a millimeter shorter than originally manufactured.

Carburettor adaptor Min length 11.5 mm.

Phenolic spacer Min length 6.5 mm.

Cylinder inlet face to liner Min length 40.0 mm.

Rational– Eliminate the grey area of “stock appearing” with simple measurements.

OR

KT 100 S Specifications

Define minimum length from outer carburettor adaptor face to piston.

Allow for max piston size plus tolerance for factory machining of cylinder inlet face, phenolic spacer and carburetor adaptor. Nominal measurement 63mm

Propose–Minimum inlet track length, from outer carburetor adaptor face to piston 54mm

Rational– Eliminate the grey area of “stock appearing” with simple measurements.

AMENDED:

11.3.8 Inlet Track length

Inlet track length to be 63.0mm minimum. The inlet track is to be measured from aluminum carburetor adaptor out face to skirt of piston

For: 10 Against: 1 Abstain: 1

Proposal ACCEPTED / DECLINED

2.06pm

No 52.

Proposed (Angas) New Rule KT100 S Specifications

11.3.9 Minimum carburetor body length of 37.5mm.

Rational – Clearly defines carburetor minimum length and not “stock appearing”

For: 14 Against: 0

Proposal ACCEPTED

2.19pm

No 53.

11.4 Parilla 125 Leopard specifications

Proposed (Angas)

Clarify the carburetor adaptor dimensions.

Can supply a drawing, as per AKA

For: 14 Against: 0

Proposal ACCEPTED

2.20pm

No 54.

11.4.2 Displacement: 123.67cm³, Bore 54.00mm, Stroke 54.00mm. Maximum Bore 54.40mm

Proposed (Angas)

Parilla 125 leopard specifications-

11.4.2 Displacement: 123.67cm³, Maximum Bore Size 54.4mm Stroke 54.00mm. Maximum Bore 54.40mm, Maximum IAME piston 54.27mm

Rational; this is the largest genuine piston available. Currently Max Bore size at 54.40, which could make "old" engines oversize in the bore. If you have a Max piston size, as the bore gets larger the engine will become slower not faster.

For: 14 Against: 0

Proposal ACCEPTED

2.22pm

No 55.

Proposed (Angas) Additional Rule

11.4.9 (d) - A threaded butterfly screw must be retained, countersunk screws are not permitted.

Butterfly and shaft must be as manufactured.

Rational; Clarify if original or non-tech screw can be used in attaching carburetor butterfly to carburetor shaft.

Clarify which screws can or cannot be used.

For: 14 Against: 0

Proposal ACCEPTED

2.24pm

No 56.

11.6.2 Cylinder Head: Must be OEM, Minimum volume of 9.5cc, Modification to the cylinder head to achieve minimum ccs is acceptable. Must retain both squish band and spherical combustion chamber.

Proposed (Angas)

PRD Fireball 125 – 11.6.2

The cylinder head on a Fireball is totally free to machine, Min cc 9,5

The Leopard has Min thickness dimension on cylinder head, which restricts free machining
Rational – Defining Fireball Head thickness with identical Leopard tolerance of plus /minus 0,25mm creates 'parity' between similar engines

Recommendation put forward to Technical committee for further investigation. Technical committee will report to council.

All clubs agreed

Technical issues can be introduced without a rule change meeting subject to technical panel.

2.27pm

No 57.

11.6.6 Clutch: PRD Three Shoe Clutch, with light, medium or heavy shoes or PRD/Horstman FX-100 Clutch, No modifications allowed.

Proposed (Angas)

PRD Fireball 125- 11.6.6

Tighten 4 clutch options to 1 (pick the best all rounder) could be the 1 supplied with engine.

Rational – Simplify, easier to identify, only one clutch option to other engine types in this class, parity.

AMENDED:

11.6.6 Clutch: PRD/Horstman/FX-100 clutch, No modifications allowed.

For: 14 Against: 0

Proposal ACCEPTED

2.33pm

No 58.

13. PROTECTIVE CLOTHING

(Whilst Operating A Kart Under Power)

13.1 All Drivers must wear a helmet, which is an approved minimum of AS1698, Snell SA95, SA2000, M2000, K98, BS6658 type A and BS6658 type A/FR British Standards (including all amendments). The maximum age of a helmet will be 10 years from date of manufacture. Helmets must be in sound condition and fitted with a shatterproof visor as supplied by the manufacturer or goggles must be worn. Tear-offs, Roll-ons or some form of mud clearing device must be used to maintain good vision.

Proposed: (Adelaide)

Add " Snell 2005, Snell 2010"

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Reason: Updating the rule to current standards.

Proposed: (Adelaide) Addition to rule.

“...Helmets must be in sound condition, full face and fitted with a shatter proof visor as supplied by the manufacturer or goggles must be worn...”

Reason: Under the current rules open face helmets are allowed. Due to the fact drivers are in the open an open face helmet does not offer adequate protection.

PROVISION:

Delete Snell SA95 is 10 years old. Luke Morton will provide a full list of helmets.

For: 14 Against: 0
Proposal ACCEPTED

2.38pm

No 59.

14. SCRUTINEERING

14.1 Before a Driver is permitted to drive a kart (practice or racing) the kart must be scrutineered by the Official Scrutineer.

14.2 The Stewards on the day may ask to have a kart scrutineered at any time. This kart must be scrutineered before any Driver is allowed to drive this kart (practice or racing).

14.3 It is the Driver's responsibility to present their kart and safety equipment to the scrutineer in a clean, race ready condition at scrutineering.

Proposed (National Scrutineer Coordinator) Specimens of proposed sheets are attached.

Delete Rule 14.1 of the 2010 rulebook and replace it with new purpose 14.1 rule

14.1 Before a Driver is permitted to drive a kart (practice or race), the Driver(s) or Mechanic is to self-scrutineer the kart(s) prior to participating in any AIDKA club or Title Event. In the case of a Junior Kart the parent or Mechanic shall scrutineer the kart(s); no Junior Driver shall be responsible for self-scrutineering of their kart(s).

All self-scrutineering sheets are to be signed by the person that scrutineered the kart(s).

Delete Rule 14.3 of the 2010 rulebook and replace it with new purpose 14.2

14.2 All karts that that are intended to be used for racing shall be self scrutineered by either the Driver or Mechanic, in the case of a junior then Parent / Guardian or Mechanic, failing to present a self scrutineering sheet for each individual kart will mean that the kart(s) will not be allowed to participate in any event.

14.3 All karts will be presented to the scrutineer area for a Spot Check by an AIDKA accredited scrutineer, who will then either sign off the scrutineering sheet and approve or reject the kart for racing. Falsifying the self scrutineering report in any way shall incur a penalty of not being allowed to participate in the event, and up to 1 calendar month suspension from when the false documents are identified with the suspension to be logged in the drivers log book, and reported to the AIDKA secretary. Drivers are responsible for their mechanic's who checked their karts, Junior drivers are not responsible for scrutineering sheet, this is the Parent / Guardian or Mechanic responsibility.

Renumber other sections of 14 as appropriate.

Rationale; These rules will help to have karts presented for racing in a true a safe manner as the driver or mechanic will be responsible for the presentation of the kart(s) at the scrutineering area, which will also speed up the scrutineering at all AIDKA events.

WITHDRAWN

No 60.

15.1.4 Wheels and Tyres:

Four wheels only with 5" or 6" rim diameter, tyres must be treaded. No chemical tyre traction treatments are allowed to be used.

Proposed (Angas)

15.1.4 Wheels and Tyres: Four wheels only with 5" or 6" rim diameter, tyres must be treaded as per manufacturers design. No chemical tyre traction treatments are allowed to be used.

Reason: This will make the emphasis on the driver not the tyre and will keep cost down as re-grooving will be eliminated.

WITHDRAWN

No 61.

15.2.9 Nose Cones: All classes are permitted to use nose cones.

Proposed (Dirt Trackers)

Delete Rule

Reason: Drivers are using these to shunt other drivers. Being a wedge shape, nose cones are used to lift the back of karts and unsettle karts going into corners making for easy passing.

WITHDRAWN

No 62.

15.9.2 Side numbers on karts are compulsory. Numbers may be attached to the inner rear part of the side pod with a plastic plate (no metal brackets permitted).

Proposed; (Busselton) Remove words "Adhesive numbers only permitted on the rear outer side of pod."

15.9.2 Side numbers on karts are compulsory. Numbers will be attached to the inner rear part of the side pod with a plastic plate (no metal brackets permitted) and adhesive numbers and backing plate for the respective class.

Reason: This rule was brought in to help lap scores with the numbers being placed on the outside of the side pods they get either rub of or covered in mud by placing them on plates attached to the inside of the pods they are very easy to read for lap scores.

WITHDRAWN

2.53pm

No 63.

15.9.3 Side number plates shall be a flexible material with a flat surface large enough to carry numbers which must be at least 100mm high and a 15mm wide continuous brush stroke.

Proposed (President)

15.9.3 Side pod numbers on karts are compulsory. Numbers will be attached to the inner part of the side pod with a plastic plate or plate fitted behind the seat. Number sizes as to comply with rule 15.9.1. Numbers on the outer edge of side pods not to be used.

WITHDRAWN

2.55pm

No 64.

15.10 Exotic Compounds

15.10.1 Carbon Fibre Compounds may only be used in seats, Nassau panels and floor-trays.

Proposed (President) add or aluminium may only be used.

May be more applicable in 15.11 Seats with a list of materials that can be used in their construction. As 15.11 currently reads anything can be used as long as it is "in sound Condition".

WITHDRAWN

2.56pm

No 65.

16.6 Black with Yellow Diagonal Stripe - Drivers shall comply with the rules and the directions of the Stewards.

Proposed (President) Delete

Reason; Flag not being used now as a protest flag.

For: 8 Against: 3 Abstain: 3

Proposal ACCEPTED

3.10pm

No 66.

Proposed (President) New Rule

16.6. Black with Yellow Diagonal Stripe: Driver has committed an offence under the Rules and Regulations but may continue to race. Must report to Chief Steward after race has been completed. Number board can be used to notify.

For: 8 Against: 4

Proposal ACCEPTED

3.11pm

No 67.

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16.7 Black - Faulty equipment, leave track with caution.

Proposed (President)

16.7 Black Flag- Faulty equipment or has broken rules of racing must leave track with caution. Board with number can be shown.

For: 11 Against: 3

Proposal ACCEPTED

3.16pm

3.16pm – 3.27pm break

No 68.

Rule 20.4

No A.I.D.K.A. Executive with the exception of the National Steward Coordinator shall hold a Stewarding position at any titles Event.

Proposed Rule 20.4 Delete (Angas)

Rationale. It is hard to find qualified people to participate let alone want to steward at the title events, yet we have people on the executive who are National accredited and they are not allowed to steward, this item needs changing, would suggest that the National Steward Co-ordinator does not steward, as his position is to make sure that all stewards are working correctly as required by the association.

For: 12 Against: 2

Proposal ACCEPTED

3.29pm

No 69.

Proposed (Renmark)

Delete Rule

Rationale; It is getting increasingly more difficult to find sufficient stewards or officials to officiate at Title Meetings, it will be beneficial to use accredited, experienced stewards where the need arises rather than have too few stewards/officials. Executive members are already being used anyway as has been the case where not enough officials have been available i.e.; as Clerk of Course, Steward, or any other role that is unable to be filled.

WITHDRAWN AS PER NO. 68

No 70.

33.4 First Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than three (3) calendar months.

33.5 Second Offence: exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (as per General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than twelve (12) calendar months.

33.6 Any subsequent offence, exclusion from the A.I.D.K.A. affiliated Event where a positive test is recorded or refused (General Rule 34.3). Suspension from participating at any A.I.D.K.A. affiliated Event for a period of not less than five (5) calendar years.

Proposed (President)

Change wording in brackets in all rules to “(as per rule general rule 34.2)”

For: 14 Against: 0

Proposal ACCEPTED

3.31pm

No 71.

Appendix “A” and “D”

Proposed (President)

Delete from rulebook to become one document for all Club Secretaries to hold.

WITHDRAWN – A committee will be formed to re-arrange this section.

No 72.

Appendix “A”

Proposed (Jenna)

National Titles Proposal

The WA Clubs, Busselton Kart Club, Dirt Trackers Kart Club, Great Southern Kart Club and Jenna Kart Club, would like to

submit the following for consideration and voting upon at the Rule Change Meeting.

We would like the National Titles to become an annual event to be held as follows:

1st year to be hosted by a South Australian based Club.

2nd year to be hosted by a South Australian based Club.

3rd year to be hosted by a Western Australian based Club.

4th year to be hosted by a South Australian based Club.

5th year to be hosted by a South Australian based Club.

6th year to be hosted by the Northern Territory Club

Then rotated again as above.

For example, the National Titles could look like the following:

2009 - Lucindale (SA based Club)

2010 - SA based Club

2011 - BKC (WA based Club)

2012 - SA based Club

2013 - SA based Club

2014 - ASKC

2015 - SA based Club

2016 - SA based Club

2017 - WA based Club

2018 - SA based Club

2019 - SA based Club

2020 - ASKC

Etc.

We feel that this will benefit the sport by holding the National Title Event annually and also be fairer in distribution of the National Titles being hosted around Australia.

For: 3 Against: 9 Abstain: 2
Proposal DECLINED

3.44pm

No 73.

Appendix "A" 3

All nominations shall close 39 days prior to a Title Event.

Proposed Appendix "A" 3 (Treasurer)

Amend to read: All nominations shall close 30 days prior to the first day of the event.

Rationale: The system has been streamlined and we don't need 39 days. With events being earlier in the year it also gives drivers more time.

For: 12 Against: 2
Proposal ACCEPTED

3.45pm

No 74.

Appendix "A" 6

Title Events - Australian, State or Territory Titles shall be sanctioned as one (1) Event conducted on four (4) consecutive days.

Day 1 – practice

Day 2 and 3 – all heats and finals (where applicable) or six (6) or eight (8) heats dropping the worst heat.

Day 4 – is to be used only for reason of "Force Majeure" that was used on either day 2 or day 3.

A.I.D.K.A. Executive to determine alternative dates(s) should the event be un-concluded after the 4th day. The alternative date(s) to be determined as near as possible to the original date. Where an alternative track option is available, this may be considered in concluding the Title Event.

Proposed Appendix "A" 6 (Treasurer)

Amend; Day 1- practice. Interstate drivers practice and start of Heat 1 of Racing. As per the conditions of entry. .

Days 2 and 3 – Continuation of heats and where applicable finals.

Rationale; Provides the host Club with more options. All details have to be on the Entry Form.

For: 0 Against: 14
Proposal DECLINED

3.51pm

No 75.

Proposed Appendix "A" 6 (Angas)

Day 1- Practice & Optional 1st heat of racing.

Rationale: To allow for clubs without lighting, to have an option to utilise the day for racing.

WITHDRAWN

SEE 76,77

No 76

Proposed Appendix "A"6 (Angas)

Day 4 - Is to be "Optional " should the event be not completed due to any lost time / constraints / or weather conditions occurred during days 1 -3.

Rationale: To allow the option to be used for a No. of practical reasons, not just due to weather.

For: 14 Against: 0

Proposal ACCEPTED

Moved to Item 77

4.02pm

No 77.

Proposed Appendix "A" 6 (Vice President)

Day 1 – practice and optional heats

Day 2 and 3 – heats and finals (where applicable) or six (6) or eight (8) heats dropping the worst heat.

Day 4 - Is to be "Optional " should the event be not completed due to any lost time / constraints / or weather conditions occurred during days 1 -3.

Rationale; By changing the wording this would allow the National and state titles to run some heats on Friday night which is becoming relevant as the numbers are getting greater and greater at title event.

For: 14 Against: 0

Proposal ACCEPTED

4.08pm

No 78.

Appendix "A"26.

No kart is to be allowed to have any mechanical, or spark plug adjustments made to it once the kart has been pushed off the grid line at any A.I.D.K.A. Title Event.

Proposed Appendix A; Rule 26. Delete. (Treasurer)

Rationale: Why do we change rules for title meets? Drivers should be given every opportunity to face the starter. In the event of a stoppage it is virtually impossible to oversee and is a point of disagreement on what really constitutes mechanical repairs. It is also unfair where on many occasions Rule 27 is applied to be "two hot laps before forming up" ; the plug fouls and the driver is out of Heat 1.

For: 2 Against: 12

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Proposal: DECLINED

4.09pm

No 79.

Proposed Appendix "A" 26. (Vice President & Busselton)

Amend to and add as 8.24. or 19.15.8 No kart is to be allowed to have any mechanical, or spark plug adjustments made to it once the kart has been pushed off the grid line at any A.I.D.K.A Event.

Appendix A 27 becomes A 26.

WITHDRAWN

No 80.

Appendix "A"27.

All drivers competing at a title event shall be provided the opportunity for kart tuning on the track prior to the commencement of racing on day one.

Proposed Appendix A; Rule 27. Delete (Treasurer)

Rationale: Why do we need it? Time has become a big issue at Title events and if Rule 26 is deleted then the two hot laps will suffice. If it is for kart tuning why only on day one?

For: 1 Against: 13

Proposal DECLINED

4.13pm

No 81.

Appendix "D"2. Annual Inspection:

The National Track Safety Officer will inspect tracks each year or following any track alterations before a track Licence is issued. Existing tracks will be assessed on their merits and National Track Safety Officer to assist Clubs with any necessary upgrading over a period of time (if necessary) to the required safety standard.

Proposed Appendix D; Rule 2 (National Track & Safety Officer & Treasurer)

The National Track Safety Officer will inspect tracks each year or following any track alterations before a track Licence is issued. That Licence will remain in force until a new inspection is completed or any alterations are made. Existing tracks will be assessed on their merits and National Track Safety Officer to assist Clubs with any necessary upgrading over a period of time (if necessary) to the required safety standard.

Rationale; Current 12 month period is too restrictive on when inspections have to be done. Our insurer has been contacted and prefers the open expiry time.

For: 14 Against: 0

Proposal ACCEPTED

4.17pm

No 82.

Appendix "A" 28

Proposed (President)

Addition

Out grid and Ingrid must be able to hold 2 fields of classes at one time. Must be able to move directly from Ingrid to impounding area to hold class.

For: 14 Against: 0

Proposal ACCEPTED

4.19pm

No 83.

Appendix E; List of Fees and Charges. (Treasurer)

Proposed; Transfer from rulebook to Drivers Log Book.

Rationale; It defeats the purpose of having the rule change meeting in August and not be able to send it to the printers until after the fees are set at the AGM in November.

For: 14 Against: 0

Proposal ACCEPTED

4.20pm

No 84.

Move a motion – (Angas)

Incorporate in Technical section.

The expanded engine rules and diagrams (all 125 and any other applicable) must be displayed on the AIDKA website at the same time as the Rulebook so all members can read.

If any corrections / interpretations then post on the home page / date and advise when effective.

Rational- The Website is a "live" document and should be used as a communication tool to advise all members of the latest info, whether Technical or of General format.

MOTION NOT RULE CHANGE

REFERRED TO COUNCIL

ALL CLUBS AGREED ON THE SUGGESTION

4.22pm

No 85.

Move a motion- (Angas)

National Technical Advisor position to be restructured to National Technical Panel consisting of 3 active members reporting to AIDKA.

Members to be independent of each other, familiar with current AIDKA technical regulations and expressing an outlook to benefit the sport of Dirt Kart racing.

Rational – improved interaction / decision making, no excuse's "I'm too busy", draw on pooled expertise, additional resource to listen to wider cross section of members on future direction of the sport and ability to conduct extensive testing or field trials of any potential new product/s for evaluation prior to rule change proposal.

MOTION NOT A RULE CHANGE

EXECUTIVE HAVE SET UP A PANEL AS PER PRESIDENT'S ADDRESS

Meeting Closed 4.30pm