



2019 AUGUST RULE CHANGE RESULTS AS VOTED BY CLUBS

Proposal: 2019-13

Proposed By: EXECUTIVE – Lawrie

Date Received:

Council Meeting Discussion: Aug 2019

Current Rule:

7.4 If a nominated Driver cannot make their dummy grid position, then the rest of the field will be adjusted by moving all Drivers up one grid position accordingly. If Drivers fail to take up their grid position once on the track, moving the row forward will close up the grid.

Proposed Rule:

7.4 If a nominated Driver cannot make their dummy grid position, then the rest of the field will be adjusted by moving all Drivers up one grid position accordingly. If Drivers fail to take up their grid position once on the track, moving the row forward will close up the grid, unless a red flag complete restart occurs, drivers will move up grid positions.

Rationale:

It makes it clearer what is to happen if there is a red light before the first or second lap is completed. And a complete restart required, the driver's go into positions as per the dummy grid, not moving the row up.

RULE CHANGE COMMITTEE OPINION

Agree that a clarification is required and the revised proposal is recommended by the panel

CLUBS VOTED: YES

Proposal: 2019-14

Proposed By: EXECUTIVE – Lawrie

Date Received:

Council Meeting Discussion: Aug 2019

Current Rule:

5.4 Junior, Rookies & Midgets

5.4.1

(a) Midget drivers are defined as drivers from 5 years of age until their 7th birthday.

(b) Rookie drivers are defined as being 7 years of age up to 11 years of age. At the age of 9 years old the driver may elect to become a Junior or continue as a Rookie driver, until their 11th birthday. Once 11 years old they must go into Junior class unless an exemption has been granted from the AIDKA Executive.

(c) Junior drivers are defined as being nine (9) years of age up to 15 years. 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 or until their 15th birthday, once 15 years old they must go into a senior field. 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. They must hold a Senior Probationary Licence before participating in any senior field. At the age of 14, Junior drivers may participate in a KT Senior kart ("C" Grade Licence) at education days. Only licenced juniors can be on the track at this time, they must not be on the track at the same time as senior drivers in any circumstances.

Proposed Rule:

5.4 Junior, Rookies & Midgets

5.4.1

(a) Midget drivers are defined as drivers from 5 years of age until their 7th birthday. Once they turn 7, they must go into the Rookie class unless an exemption has been granted from the AIDKA Executive.

(b) Rookie drivers are defined as being 7 years of age up to 11 years of age. At the age of 9 years old the driver may elect to become a Junior or continue as a Rookie driver, until their 11th birthday. Once 11 years old they must go into Junior class unless an exemption has been granted from the AIDKA Executive.

(c) Junior drivers are defined as being 9 years of age up to 15 years. 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 or until their 15th birthday. Once 15 years old they must go into a senior field unless an exemption has been granted from the AIDKA Executive.

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. They must hold a Senior Probationary Licence before participating in any senior field.

At the age of 14, Junior drivers may participate in a KT Senior kart ("C" Grade Licence) at education days. Only licenced juniors can be on the track at this time, they must not be on the track at the same time as senior drivers in any circumstances.

AFTER DISCUSSION AT COUNCIL, THE ORIGINAL RULE PROPOSAL HAS BEEN AMENDED TO READ AS ABOVE

Rationale:

There seems to be a lot of new drivers only doing a handful of race meetings in Midget, Rookie or Juniors, before they must go to the next class because they have turned the maximum age for their class. By changing the rules, the driver can stay in the appropriate class a while longer, with an exemption from AIDKA Executive to gain more confidence and experience.

RULE CHANGE COMMITTEE

We agree with the revised proposal, to allow the executive to give an exemption in special circumstances

CLUBS VOTED: YES

Proposal: 2019-15
Proposed By: EXECUTIVE – Jayne
Date Received:
Council Meeting Discussion: Aug 2019

Current Rule:

15.17 Number Plates and Numbers

15.17.7 State or Territory Titles – White number on red plate with the letter of the state 100mm high preceding the number. Australian Title holder – Yellow number on Green plate

Proposed NEW Rules:

15.17.7 State or Territory Titles – White number on red plate with the letter of the state 100mm high preceding the number. Australian Title holder – Yellow number on Green plate

15.17.7.1 State or Territory plates may only be run in the State/Territory it was awarded.

Rationale:

There have been many complaints from lap scorers and also stewards when you could conceivably have multiple red plates being run in one class. i.e. SA 1, WA 1, QLD 1, NT 1. It is extremely difficult to read just the letter preceding the number, some letters are quite small. So going back to the way it used to be, you can only run your state or territory plate in the state/territory you won it.

Other Rules affected: Appendix A Rule 28 (replace with above rule)

RULE CHANGE COMMITTEE

Can see there is an issue at meetings where there is S1, W1 etc in the same class. The committee agree with the proposal

CLUBS VOTED: YES

Proposal: 2019-16 – Withdrawn by Executive

Proposal: 2019-17 – Withdrawn by Executive

Proposal: 2019-18
Proposed By: Angas Go-Kart Club
Date Received:
Council Meeting Discussion: Aug 2019

RULE 13: PROTECTIVE CLOTHING (whilst operating a kart under power)

Proposed NEW Rule:

13.10 It is highly recommended that all drivers wear a commercially available motorsport rib protector, that is securely fastened and worn either inside or outside of the drivers suit. There will be a phase in period and this will become mandatory by Feb 2021.

RATIONALE:

Currently AIDKA insurances are extremely high and will continue to rise as a result of accidents occurring at various clubs.

Rules of Racing 2019, Rule 13 to 13.9 has mandatory requirements for all drivers to comply with in respect to protective clothing.

As has been seen in recent times severe injuries, particularly upper body injuries may have been less traumatic had a rib protector been worn by some drivers.

Whilst there is no guarantee of eliminating severe injuries as is the case with all other mandatory equipment requirements a RISK has now been identified which may ultimately affect insurance premiums in the future.

RULE CHANGE COMMITTEE

The committee believes the additional cost of making this compulsory should be considered. Rib vests start at \$99 and occasionally a larger seat may also be required. Outside of the cost, the use of such a device does substantially reduce the occurrence of rib injuries and with the increasing insurance claims it is something that AIDKA should be investigating. Karting Australia have the mandatory use of rib vests for all junior drivers. Without any initiatives to reduce claims we feel our insurance policy costs will blow out, impacting every driver financially either way.

CLUBS VOTED: **NO**

Proposal: 2019-19
Proposed By: Renmark Dirt Kart Club
Date Received:
Council Meeting Discussion: Aug 2019

Junior classes option.

Current Rule:

- 5.4.1
- (a) Midget drivers are defined as drivers from 5 years of age until their 7th birthday.
 - (b) Rookie drivers are defined as being 7 years of age up to 11 years of age. At the age of 9 years old the driver may elect to become a Junior or continue as a Rookie driver until their 11th birthday. Once 11 years old they must go into Junior class unless an exemption has been granted from the AIDKA Executive.
 - (c) Junior drivers are defined as being nine (9) years of age up to 15 years. 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 or until their 15th birthday, once 15 years old they must go into a senior field. 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. They must hold a Senior Probationary Licence before participating in any senior field.
- At the age of 14, Junior drivers may participate in a KT Senior kart ("C" Grade Licence) at education days. Only licenced juniors can be on the track at this time, they must not be on the track at the same time as senior drivers in any circumstances.

Proposed Rule (Incl new Rule):

5.4 Junior, Rookies & Midgets

- 5.4.1 (a) Midget drivers are defined as drivers from 5 years of age until their 7th birthday.
(b) Rookie drivers are defined as being 7 years of age up to 11 years of age. At the age of 9 years old the driver may elect to become a Junior or continue as a Rookie driver until their 11th birthday. Once 11 years old they must go into Junior class unless an exemption has been granted from the AIDKA Executive.
(c) Junior drivers are defined as being 9 years of age up to 14 years. At the age 13 the driver may elect to become a KT Junior driver or continue as a junior driver they turn 14 years of age. Once 14 years old they must go into a KT Junior class. 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.
(d) KT Junior drivers are defined as drivers from 13 years of age until their 16th Birthday. A KT Junior driver must compete in this class for a minimum of 12 months. Once electing to upgrade to full senior licence the driver must hold a senior Probationary Licence before participating in any senior class. When no KT Junior class offered they may elect to run ROF of a KT Light Class.
At the age of 13, Junior drivers may participate in a KT Senior kart ("C" Grade Licence) at education days. Only licenced juniors can be on the track at this time, they must not be on the track at the same time as senior drivers in any circumstances.

Current Rule:

Rule 11 CLASSES

11.1.3 J Junior – Light, Heavy

Children aged from 9 years of age up to 15 years of age.

- a) Restricted to Junior drivers as defined in Rule 5.4.1 (c)
- b) Single Yamaha KT100J Engine as per Rule 11.2

Proposed Rule (Incl new Rule):

11.1.3 J Junior – Light, Heavy

Children aged from 9 years of age up to 14 years of age.

- a) Restricted to Junior drivers as defined in Rule 5.4.1 (c)
- b) Single Yamaha KT100J Engine as per Rule 11.2

11.1.4 KT Junior.

- a) KT Junior drivers restricted to drivers aged between 13 and 16 years of age.
- b) Restricted to KT Junior Drivers as defined in Rule 5.4.1.(d)
- c) A KT Junior driver at age 16 must elect to become a senior driver. Once they elect to go to a Full KT class they can no longer run KT Junior class.
- d) A KT junior Driver must compete in this class for a minimum of 6 - 12 months before progressing to full senior class.
- e) If no KT junior class is offered on the day they may elect to run ROF of KT Lights.
- f) The combined weight (driver/kart) is 120kg.
- g) Single Yamaha KT100S Engine as per rule 11.3

Points of discussion

- provides a good stepping stone to KT classes as they will have more speed and gain confidence before going to mainstream KT classes.

- At present if you are 14 you can race a KT without restriction.
- Using the KT100S spec motor eliminates introducing another set of specs for tech committee to sort out. Drivers that have recently gone from Juniors to KT have handled the power difference.
- class will have drivers with similar abilities and age.
- will eliminate the great difference of driver ability we have now in KT light class.
- Drivers still have the option to become a senior driver after 12 months which could be still 14 years of age so it is the same as what it is at present.
- The age of 13 seems young but some drivers are ready at this age to go up. There has been some drivers drop off the sport or the amount of racing they are doing because they are getting bored with the J motor.
- It still gives the option to stay in a J class if they are not confident to go to another class.
- Having the option of 3 years in the class gives all drivers a chance to compete in state titles and at least 1 national title.

RULE CHANGE COMMITTEE

The committee believes that regardless if the class has merit or not, the numbers are not there to make this a viable class. We are making drivers go from juniors where they have large fields to a jr kt class where there are not going to be very large numbers. Making them stay in this class for 12 months, they will become bored, especially for those that race at the smaller clubs where they will struggle to form a class. A majority of junior drivers are keen to race against the senior drivers they have watched for years as soon as they can. The current structure also allows drivers to race against senior drivers for up to two years in a KT before the move to more powerful classes.

This proposal is in contrast to both proposal 14 & 16 that is trying to extend the age to 15 7/8 years, this one proposes that a junior can at 13 but must by their 14th birthday go into the Junior KT class.

We are recommending not changing the Junior class structure

CLUBS VOTED: **NO**

Proposal: 2019-20

Proposed By: Renmark Dirt Kart Club

Date Received:

Council Meeting Discussion: Aug 2019

Current Rule:

Appendix A:

28. Self-scrutineering shall be used at Title events only

Proposed Rule:

Appendix A:

~~DELETE 28. Self-scrutineering shall be used at Title events only~~

Self-scrutineering is allowing drivers to just tick off their sheets saying their karts are safe to drive/race. We believe scrutineering should revert to the way it used to be, where the karts are checked carefully by scrutineers. (this would eliminate a lot of karts being used in titles that are not in a safe condition. We are also finding that karts are turning up at a race or title meeting with faults that should have been picked up earlier. Recent titles have meant that during sign in's scrutineering could have also been carried out in that time frame.

RULE CHANGE COMMITTEE

The committee believes that leaving self-scrutineering at titles, but putting more focus on random checks during the meeting is a better option. Large titles where we have had nearly 400 karts to scrutineer, meant long waits in line.

By the time drivers get to title meetings their karts would have been scrutineered by scrutineers at club meetings a number of times. Self-scrutineering has educated a lot of drivers on the rules and forced them to actually read & understand them. Recommend not to change the rule

CLUBS VOTED: **NO**

Proposal: 2019-21

Proposed By: Renmark Dirt Kart Club

Date Received:

Council Meeting Discussion: Aug 2019

Current Rule:

Appendix A:

30. Each member Club shall supply at least two officials for the title or as requested by the title committee.

Proposed Rule:

Appendix A:

~~DELETE 30. Each member Club shall supply at least two officials for the title or as requested by the title committee.~~

Rationale: remove this rule as it is no longer used and hasn't been for some time now. If each club provides the two officials then who is responsible for the payment of these officials to attend a title. The title committee currently only consists of club members hosting the title they are probably not aware of whom is qualified. The role of officials is determined by the National Steward Co-ordinator in conjunction with the A.I.D.K.A executive members.

RULE CHANGE COMMITTEE

Agree with the proposal to delete, as this rule has not been enforced for a number of years.

CLUBS VOTED: **YES**



AUGUST RULE CHANGE RESULTS

Rules voted on:

2019 – 13	YES
2019 – 14	YES
2019 – 15	YES
2019 – 18	NO
2019 – 19	NO
2019 – 20	NO
2019 – 21	YES