Australian Karting Association Inc

Track Committee Meeting Minutes

Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW
Date: 25th / 26th June 2011

ATTENDANCE:

State Track Inspectors/representatives:

QUEENSLAND	Alf Capri
NEW SOUTH WALES	Tom Nipperess
VICTORIA	Ross Gathercole
TASMANIA	Steven Sims
SOUTH AUSTRALIA	Graham Jensen
WESTERN AUSTRALIA	Mike Sully
NORTHERN TERRITORY	Mick Stott

National Track Coordinator	Mick Stott
Chairperson	Craig Denton AKA Executive Member

Meeting Opened at 9:00am

Item 1 – From National Track Safety Coordinator
Geoff – Speedway Representative

1.06 Safety Features – Part 10 Ripple Strips
10. Ripple Strips

(a) Are to be "a minimum" 300mm wide.
(b) The surface will be rippled.
(c) They will be sloped at a negative angle to the plane of the track and a maximum of 5 degrees.
(d) Club needs to submit an approved profile.

Committee's recommendation to the NKC:

(d) Recommended that the CIK Style ripple strip is to be used.

Moved: NT
Second: SA
Unanimous

Item 2 – From National Track Safety Coordinator
1.08 Safety Structures
(v) Separation – Safety barriers must be separated by a minimum of 300mm from any solid object or other safety structure **with the exception of Air Fence items they need to back against something.**

Committee's recommendation to the NKC:
Covered later in the agenda

Item 3 – From National Track Safety Coordinator
1.10 Track Lighting – Part 5
Discussion on the wording with the advent of L.E.D light systems

5. Flashing Amber Lights / Red and Blue Lights
   The minimum requirement for flashing amber light shall be 150mm diameter light mounted maximum 2 meters high. A solid red and blue light may also be included in a light bank. Blue and amber lights shall be independently switched, red shall be full course. All lights shall be controlled from central point. All lights shall have flashing light mounted on top to enable officials to ensure lights are operational. All cabling must be either underground or around fence lines and must comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with state track inspector.

Committee's recommendation to the NKC:
Stephen Sims is to do a review on the current LED light technology and report back to the NTC.

Item 4 – From National Track Safety Coordinator
Discussion Item
Track Inspection Forms
In light of track audit report forms perhaps we need to have an area which highlights problem areas included on the forms.

Committee's recommendation to the NKC:
The track audit report form could undergo a review. The NTC will formulate a timeframe to review the paperwork. An electronic database for the paperwork would enable clubs/NTC members to have access to these reports.

Item 5 – QLD Track Item 1
Rule 15.19(d)
Removal of rule, if a driver is unable to see a flag point then the lighting of the track is in question.

Committee's recommendation to the NKC:
Moved: QLD
Seconded: NSW
Approved

Item 6 – NSW Track 1
NCCSS

NATIONAL CIRCUIT CONSTRUCTION & SAFETY STANDARDS

Preamble:

The following are the regulations of the AKA for permanent bitumen and dirt surfaced Sprint Kart Tracks in Australia. These regulations must be complied with for new circuits or major circuit alterations to an existing circuit. The NKC, AKA Secretariat and the State Track Inspectors, reserve the right to vary these requirements at any time, with issues of safety being paramount. Other additional requirements as required by Local and State Governments and State Karting Councils may also be applied.

Committee's recommendation to the NKC:

NSW Police will only permit those tracks that comply to the rulebook. They are putting these requirements into there operations manual. Intent is to put minimums in. Something in writing from the Police? AKANSW has the letter. NSW police no training, they read the rule book. Graeme Coulton attends these. Should the Nat Track meet with NSW? Department of sport and Rec. Rather than watering down the system. Do not want to go backwards but do not want to shut tracks down.

ACTION: Need to talk to Mr Simpson re the preamble and how we can formulate a wording to allow the track inspectors to approve tracks to a lesser requirement. AKA need to be involved with AKANSW, dept Sport and Rec.

Item 7 – NSW Track Item 2

State Track Safety Inspectors:

State Track Safety Inspectors are generally responsible for ensuring compliance with the following regulations and must endorse the annual track permit for any given club.

The functions of State Track Safety Inspectors are to;

- Make inspections annually prior to the existing track license expiring ~~before track is raced upon~~.
- Make inspections at the request of the club.
- Make inspections if required, during a meeting.
- Make recommendations to the Club on safety improvements in-line with AKA guidelines.
- Communicate official information only to the respective club via their State Bodies.
- Prepare and sign the reports of the inspections and forward them to their respective state bodies or as may be appropriate.

Committee's recommendation to the NKC:
Moved: NSW
Second: TAS
Unanimous

Item 8 – NSW Track Item 3

Stands and Temporary Structures:

All spectator stands, viewing platforms and like structures whether of a temporary or permanent nature, must be approved by the appropriate statutory or regulatory body(ies) charged with the responsibility of approving such structures and thereafter be maintained and repaired so that such structures, at all times, remain in full and strict compliance with the approval conditions as they exist from time to time.

- ~~Are the approaches, ramps, steps etc firm, clean and non-slip?~~
- ~~Are handrails provided?~~
- ~~Have hazards recognised from previous events been corrected (loose boards, slippery floors, inadequate guardrails etc)?~~
- ~~Is there any loose iron or other projections liable to injure, or cause damage??~~
- ~~—~~

Committee's recommendation to the NKC:
Moved: NSW
Seconded: NT
Passed

Item 9 – NSW Track Item 4
Weigh-In-Area:

An area set aside from the paddock and track for the assembly of karts at the end of a race prior to being weighed. Access restrictions ~~may~~ shall apply.

Committee's recommendation to the NKC:
Moved: NSW
Seconded: Vic
Unanimous

Item 10 – NSW Track Item 5

TRAC 1.02 Circuit Plan and Approval:

Prior to the construction of a new circuit or ~~alteration~~ extension of any existing circuit, 10 copies of the circuit plans must be submitted to the National Track Safety Committee for approval. All circuits will have a professionally drawn plan at a scale of 1:500 showing the track layout, surface contours, the direction of the racing, buildings, installation, access roads, race areas, the location of the starting grid, ambulance access and parking, the medical centre, pickup vehicles and of the Marshals' posts, as well as a Paddock plan with the pit spaces and access ways. ~~Non-compliance with this rule will be subject to an investigation and a possible penalty imposed and/or the track licence not being issued by the NKC.~~

Committee's recommendation to the NKC:
Moved:
Seconded:
LAPSED

Item 11 – NSW Track Item 6

TRAC 1.03 Track Density/Maximum Number of Starters:

Track Length (Metres)	Track width at narrowest point		
	6m	7m	8m
<500	20	22	24
500 - 625	22	24	26
626 - 750	24	26	28
751 - 875	28	30	32
876 - 1000	32	34	36
> 1000	NA	38	40

The National Track Safety Coordinator, in consultation with the National Executive, has the authority to reassess a track as to the number of karts eligible for competition on a track.

Committee's recommendation to the NKC:
Moved: Qld
Seconded: NSW
Unanimous

Item 12 – NSW Track Item 7

TRAC 1.04 Circuit Grading Criteria:

GRADE	EVENT STATUS	CRITERIA
International	CIK/FIA International Events	Refer CIK/FIA Homologation Regulations
A	National Sprint Championships	Circuits to be a minimum length of 750 metres and a minimum width of 7 meters. Refer also to National Championships Organisers Manual.
B	State Open Sprint Championships (Bitumen)	Circuits to be a minimum length of 500 metres and a minimum width of 7 metres.
C	State Closed Sprint Titles (Bitumen)	Circuits to be a minimum length of 500 metres and a minimum width of ~~6~~ 7 metres.
D	National and State Dirt Track Championships	Circuits to be a minimum length of 350 metres and a minimum width of 7 metres.
E	Any Open or Closed (non-championship) Race Meetings	Circuits to be a minimum length of ~~350~~ 300 metres and a minimum width of 6 metres.

Committee's recommendation to the NKC:

Motion:

C	State Closed Sprint Titles (Bitumen)	Circuits to be a minimum length of 500 metres and a minimum width of ~~6~~ 7 metres.

Moved: NSW
Seconded: NT
Unanimous

E	Any Open or Closed (non-championship) Race Meetings	Circuits to be a minimum length of ~~350~~ 300 metres and a minimum width of 6 metres.

Moved: NSW
Seconded: VIC
Unanimous

A	National Sprint Championships	Circuits to be a minimum length of ~~750~~ 876 metres and a minimum width of 7 meters. Refer also to National Championships Organisers Manual.
B	State Open Sprint Championships (Bitumen)	Circuits to be a minimum length of ~~500~~ 751 metres and a minimum width of 7 metres.

Moved: WA
Seconded: NSW
Approved

Item 13 – NSW Track Item 8

TRAC 1.05 Track Dimensions:

1. Length
   The maximum length of any track will be 1.7km (except as approved by NKC). The line around a track used for determining its length will be the centre line.
2. Straight
   The length of a straight will be measured from tangent points of the proceeding and following corners.
3. Start Straight
   (a) All new tracks are to have a minimum distance of ~~80~~ 50m from the start line to the start of the first corner and be a minimum length of ~~130~~ 80m. ~~An exception may be considered for alterations to existing circuits.~~
   (b) The first corner must be as "open" as possible and a minimum width of ~~8~~ 7m.

Committee's recommendation to the NKC:
*********Carried over for Legal Opinion**********

Item14 – NSW Track Item 9

4. Track Width
   (a) All new track straights over 80m in length are to be minimum width of eight (8) metres; elsewhere the minimum width will be 7 metres.
   (b) For all existing tracks, all straights over 80m in length are to be minimum width of 7 metres; elsewhere the minimum width will be 6 metres.
   (c) Track widths will be measured over the sealed bitumen surface, excluding any kerbs or ripple strips.

Committee's recommendation to the NKC:
********** Carried over for Legal Opinion *************

Item 15 – NSW Track Item 10

5. Separation
   (a) The distance between high speed converging sections of track shall be a minimum of ~~twenty (20)~~ ten (10) metres, between track edges, on all new tracks and major alterations, unless the National Safety Committee approves a suitable alternative.
   (b) All other sections of the track shall have a minimum of ~~fourteen (14)~~ ten (10) metres separation, apart from the area around the internal radius of any corner.

Committee's recommendation to the NKC:
***********Carried over for Legal Opinion *************

Item 16 – NSW Track Item 11

6. Track Gradient
   The recommended maximum longitudinal gradient will be 5% and recommended maximum transverse gradient will be 10%.

Committee's recommendation to the NKC:
WITHDRAWN

Item 17 – NSW Track Item 12

7. Vertical Clearance
   There shall be no permanent or temporary objects within ~~3~~ 2.4 metres vertically above the surface.

Committee's recommendation to the NKC:
Amend to read:

7. Vertical Clearance
   There shall be no permanent or temporary objects within 3 metres vertically above the track surface.

Moved: NSW
Seconded: TAS
PASSED

TRAC 1.06 Safety Features:

Item 18 – NSW Track Item 13

1. Surface
   (a) The surface of tracks will be sealed with asphaltic concrete.
   (b) The surface must be smooth and continuous and have sufficient fall to prevent formation of puddles in wet conditions (a minimum of 2.5% being recommended).
   (c) Where practical, the track surface levels should follow the natural contours. Verges should be graded level with the track for a minimum distance of ~~10~~ 5 metres from the track edge.
   ~~(d) Please note that severe positive camber on corners can have a launching ramp effect and should be avoided.~~
   (e) Both edges of the track surface will be defined with a 100mm wide white line.

Committee's recommendation to the NKC:

(c) Where practical, the track surface levels should follow the natural contours. Verges should be graded level with the track for a minimum distance of ~~10~~ 5 metres from the track edge

********** Carried over for Legal Opinion **************

~~(d) Please note that severe positive camber on corners can have a launching ramp effect and should be avoided.~~

Moved: NSW
Seconded: QLD
LOST

Item 19 – NSW Track Item 14

2. No Mans Land
   (a) All tracks are to have a "no mans land" marked on the track immediately before the starting line.
   (b) The marking will be located in the centre of the starting straight, a minimum of 200mm and a maximum of 800mm in width ~~and must be painted white~~.
   (c) The length of the markings will be as required by the State Track Inspector but will be a minimum of 25 metres from the start line.

Committee's recommendation to the NKC:
Moved:
Seconded:
LAPSED

Item 20 – NSW Track Item 15

8. Track edges, verges and run-off areas
   (a) The track must be bordered all along its length on both sides by compact verges having an even surface.
   (b) These verges must be free of debris or gravel and must normally be grass-covered over a minimum width of 1.0 metres
   (c) The verges must be continuation of the transverse profile of the track, with no step between track

edge and verge. Any horizontal transition must be very gradual and progressive.

(d) A run-off area is that section of ground between the verge and the first line of protection and unless otherwise specified must have the same basic characteristics as the verge, although it may be less stabilised. The run-off area must be graded to the verge. If there is a negative slope, this must not exceed 5% for a distance of ~~10~~ 5 metres from the track edge; if there is a positive slope, this must not exceed 10% for a distance of ~~10~~ 5 metres from the track edge, with a smooth transition from track to run-off are.

Committee's recommendation to the NKC:
*************Carried over for Legal Opinion****************

Item 21 – NSW Track Item 16

10. Ripple Strips
    (a) Are to be "a ~~minimum~~ maximum" ~~300~~ 500 mm wide.
    (b) The surface will be rippled.
    (c) They will be sloped at a negative angle to the plane of the track and a maximum of 5 degrees.

Committee's recommendation to the NKC:
Amend to read

10. Ripple Strips
    (a) Are to be "a minimum of 300mm wide and a maximum of 500mm wide".
    (b) The surface will be rippled.
    (c) They will be sloped at a negative angle to the plane of the track and a maximum of 5 degrees.

Moved: NSW
Seconded: NT
Unanimous

Item 22 – NSW Track Item 17

11. Kerbs
    (a) Are to be a maximum of ~~300~~ 500 mm wide.
    ~~(b) Their surface must be smooth.~~
    (c) Their surface must form a positive angle to the plane of the track being a minimum of 15 degrees and maximum of 20 degrees (equivalent to 80mm to 110mm rise measured at the kerb extremity, for a 300mm wide kerb).
    (d) As an approved alternative the current CIK/FIA kerb profile may be used.
    (e) It is recommended that the drainage slots be inserted in inside kerbs.
    (f) The adjacent verge will be finished level with the top of the kerb.

Committee's recommendation to the NKC:
Carried part a over for Legal Opinion
Part b Lapsed

Item 23 – NSW Track Item 18

TRAC 1.07 Locating Safety Structures:

The primary and optimal form of protection for karts is to ensure suitable run off distances are provided between the edge of the track and any solid object. In general the minimum distance to a fence or barrier will be ~~ten~~ ~~(10)~~ five (5) metres.

(a) Safety barriers and catch traps must be installed to prevent karts crossing in any area where two sections of track are close to each other and/or there is a possibility that karts may cross.

(b) Solid objects should be removed from the track area where possible. If this is not possible, then suitable run off distance and protection is required. Any structure or solid object of any type must have safety barriers and catch traps to protect competitors.

Committee's recommendation to the NKC:
********* Carried part A over for Legal Opinion ***********

Item 24 – NSW Track Item 19

TRAC 1.08 Safety Structures:

1. Safety Barriers

Shall be designed to absorb the energy from impact with a kart and to rapidly decelerate an out of control kart with minimum damage to both kart and driver.

(a) Construction

(i) Tyre Barriers

Barriers constructed of similar size automotive tyres securely bound in vertical stacks and longitudinally in a manner that forms a ~~continuous~~ flexible structure. The tyre wall shall be constructed so as curve away at the end of the barrier. Tyre barriers are constructed four tyres high by four bundles long as a minimum, unless directed otherwise. With tyre barriers it is imperative that the tyres are bound together with strapping or synthetic rope (minimum 8mm rope) or bolted or TEK screwed. Washers will be used each side of the tyre wall. If TEK screws are used, a suitable "speed nut" must be fitted to the thread end. Bolt or screw threads shall not protrude from the outside face of the completed wall. The barriers are not attached to the ground so they can move freely when hit by a kart. Tyres must be in good condition and no external metal strapping is permitted.

(ii) Plastic Barrels

Plastic barrels may be used as a safety barrier around the track perimeter. They cannot be used at flag points. They may be used in other locations at the discretion of the State Track Inspector. The barrels must be parallel-sided plastic with minimum size of 600mm diameter
x 900mm high. The barrels will have holes drilled in their bases to drain water. The barrels must be bolted together at the top and bottom, in-groups of five barrels. The barrels on the end of each group of five barrels must be filled with a maximum of 100mm of crushed stone as ballast. Each group of five barrels must be tied to the

adjoining group with synthetic rope. They shall only be used in an upright position.

(iii) Alternatives – Safety barriers may be constructed of approved alternate material provided they meet the same performance criteria as listed above.

(iv) Commercial – Current alternative commercial barriers approved are; -Air fence kart inflatables -Air fence kart

(v) Separation – Safety barriers must be separated by a minimum of 300mm from any solid object or other safety structure.

(vi) Facings - may be used to supply continuous belting face to safety barriers in the areas of frequent impact. Minimum height to be 500mm, minimum thickness 5mm.

(vii) Fixings

- Rope shall be durable synthetic of a minimum 8mm diameter.
- TEK screws will be a minimum of 4mm diameter with 25mm diameter washers each side of the fixing.
- Bolts will be a minimum of 4mm diameter with 25mm diameter washer each side of the fixing.
- Facings to be secured with minimum 6mm dome headed bolt with washers and nuts internally only, to be fixed on every second tyre row top and bottom.

(b) Locations

Safety barriers may be used in the following locations.

(i) For separation between sections of track.

(ii) In high speed run-off areas, as a line of defence before a safety fence.

(iii) For the protection of all trackside Officials posts, a double tyre barrier at right angles to the track will be constructed a minimum of three (3) tyres long by four (4) tyres high, with a minimum height of 720mm with a 300mm separation all tyres to be bolted together as per 18.09.1(a)(i). Traffic side of tyre barrier to be painted WHITE.

(iv) Where possible, safety barriers are to be a minimum of four (4) metres from the edge of the track and have verge and catch ~~track~~ trap protection prior.

Committee's recommendation to the NKC:

Remove the motion to:

(a) Construction

(i) Tyre Barriers

Barriers constructed of similar size automotive tyres securely bound in vertical stacks and longitudinally in a manner that forms a ~~continuous~~ flexible structure. The tyre wall shall be constructed so as curve away at the end of the barrier. Tyre barriers are constructed four tyres high by four bundles long as a minimum, unless directed otherwise. With tyre barriers it is imperative that the bundles of tyres are bound together with ~~strapping or~~ synthetic rope (minimum 8mm rope) or bolted or TEK screwed. Washers will be used each side of the tyre wall. If TEK screws are used, a suitable "speed nut" must be fitted to the thread end. Bolt or screw threads shall not protrude from the outside face of the completed wall. The barriers are not attached to the ground so they can move freely when hit by a kart. Tyres must be in good condition and no external metal strapping is permitted.

To be changed to:

(a) Construction

(i) Tyre Barriers

Barriers to be constructed of similar size automotive car tyres securely fixed in vertical stacks and longitudinally in a manner that forms a ~~continuos~~ flexible structure. The tyre wall shall curve away at the end of the barrier.

Tyre barriers are constructed four tyres high by four bundles long and secured by synthetic rope (minimum diameter 6mm) to following bundle and so on to form tyre wall, unless otherwise directed. It is imperative that tyres are bolted or tek screwed to form barrier sections of four bundles. Washers will be used each side of the tyre wall. When using tek screws a suitable "speed nut" must be fitted to the thread end. Bolt or screw ends shall not protrude from the outside face of the completed wall. The barriers shall not be attached to the ground so they can move freely when contacted by a kart. Tyres must be in good condition. ~~and no external metal strapping is permitted.~~

Moved: NSW
Seconded: NT
Unanimous

To be changed to:

(v) Separation – Safety barriers must be separated by a minimum of 300mm from any solid object or other safety structure with the exception of air-fence products.

(vi) ~~Facings~~ Belting - may be used to supply a continuous face to safety barriers in the areas of frequent impact. Minimum height to be 500mm, minimum thickness 5mm.

Moved: NSW
Seconded: TAS
Unanimous

(b) Locations

Safety barriers may be used in the following locations.

(i) For separation between sections of track.

(ii) In high speed run-off areas, as a line of defence before a safety fence.

(iii) For the protection of all trackside Officials posts, a double tyre barrier at right angles to the track will be constructed a minimum of three (3) tyres long by four (4) tyres high, with a minimum height of 720mm with a 300mm separation all tyres to be bolted together as per 18.09.1(a)(i). Traffic side of tyre barrier to be painted WHITE.

(iv) Where possible, safety barriers are to be a minimum of four (4) metres from the edge of the track and have verge and catch ~~track~~ trap protection prior.

Moved: TAS
Seconded: NSW
Unanimous

Item 25 – NSW Track Item 20

2. Catch Traps

Catch traps are an area of loose material designed to slow a kart, which has left the track surface, before it impacts a safety barrier or fence.

(a) Construction

(i) Catch traps will consist of a bed of woodchips a minimum of 2 metres wide by ~~a minimum of~~ 300mm ~~high~~ deep at the leading edge, the leading edge to be kept as near to ~~vertical~~ level with the track surface as possible. The height of the woodchip bed must remain constant throughout the width and length of the bed. The woodchip will be raked regularly to maintain a loose consistency.

OR

(ii) A bed of gravel a minimum of two metres wide by 250mm deep set down ~~150~~ 250 mm into the existing surface level so as to produce a ~~100mm high~~ level leading edge. The stone to be used shall be either round river stone or clean crushed stone of a single size 5 – 10mm. On a regular basis, the surface of the trap is to be deeply raked up into ridges approximately 100mm deep and 200mm apart. A correct prepared gravel trap should be difficult to walk on.

(iii) If either material is not available, then a locally available suitable non-compactable material may be used as approved by State Track Inspector in consultation with National Track Safety Coordinator.

(iv) In high-speed run-off areas the width of the trap will be increased to 4 metres.

(v) The catch trap must be graded to the verge or track surface. If there is a negative slope, this must not exceed 5% for a distance of ~~10~~ 5 metres from the track edge; if there is a positive slope, this must not exceed 10% for a distance of ~~10~~ 5 metres from the track edge, with a smooth transition from track to run-off area.

(b) Locations

(i) In front of fences in high-speed areas.

(ii) In all areas where deemed necessary by the State Track Inspector.

Committee's recommendation to the NKC:

*************Carried part a over for Legal Opinion**************

Item 26 – NSW Track Item 21

3. Safety Catch Fence

A catch fence is a last line of restraint in critical areas where a kart may otherwise be projected over a safety fence or crossing to another section of track. It will normally only be used on existing circuits. On new circuits and alterations to existing circuits, it is preferable to provide adequate run-off areas rather than to rely upon barriers to control karts.

(a) Construction

(i) A 50mm square x 2.5mm diameter chain wire fence with steel rails, or a heavy wire or cable along the top, and a heavy wire or cable along the bottom. Fencing shall be installed to manufactures recommendations.

(ii) A minimum height of 1.8 metres.

(b) Location

(i) A catch fence will normally be located in high speed run-off areas.

(ii) A catch fence will be located at the maximum distance possible from the outside edge of the track.

Internal safety catch fences to be removed.

Committee's recommendation to the NKC:
3 b (ii) Inclusion of the word track.
Moved: NSW
Seconded: SA
Unanimous

Internal safety catch fences to be removed.
Lapsed

Item 27 – NSW Track Item 22

4. Safety Fence

A safety fence is used to control the access of spectators and unauthorised persons into dangerous or controlled areas. All circuits will have a safety fence for the full perimeter of the track. Gates may be provided but these must be able to be locked. Gates must only swing inwards.

(a) Construction

(i) As a minimum a safety fence will be 1.15 metres high above the adjacent ground levels. It will be constructed from heavy galvanised wire with a 2.5mm high tensile tensioned top wire and a lower panel of 6/90/30 hinge joint fencing from 2.5mm wire. Fencing shall be installed to manufactures recommendations

(ii) The maximum spacing of posts will be three metres with corner braces and strainers as recommended by the manufacturer. Minimum post specification will be 75mm diameter CCA treated timber or 50mm NB galvanised steel posts and must be capped.

(iii) The wire mesh must be installed on the trackside of any supporting posts.

(b) Location

(i) A safety fence will be located a minimum of ~~10~~ 5 metres from the outside edge of the track.

Committee's recommendation to the NKC:
***********Carried part a over for Legal Opinion **************

Item 28 – NSW Track Item 23

5. Spectator Fence

A spectator fence is used to control the access of spectators and unauthorised persons into dangerous or controlled areas and to maintain a separation from safety or catch fence at all tracks.

(a) Construction

A spectator fence must be a minimum of ~~five (5) 2.5mm wire strands evenly spaced over the entire height~~ 6/90/30 hinge joint fencing with 2.5mm wire, support posts at a maximum spacing of three metres. It will have a minimum height of 0.9 metres. A spectator fence is to have warning signs at 10m spacings stating, “KEEP OUT – PROHIBITED AREA”.

(b) Location

In all areas where spectators are allowed, a spectator fence will be installed, set back a minimum of 0.8 metres and a maximum 1.8 metres from any safety fence or safety catch fence.

Committee’s recommendation to the NKC:
Moved:NSW
Seconded:
Lapsed

Item 29 – NSW Track Item 24

6. Security Fence

At State or National events ~~A~~ a fence erected to define and maintain a secure area such as parc ferme. It may be permanent or temporary. The fence will normally be 1.8 to 2.4 metres high chain wire supported on posts.

Committee’s recommendation to the NKC:
Moved:NSW
Seconded:
Lapsed

Item 30 – NSW Track Item 25

TRAC 1.09 Fire Extinguishers:

1. Fire Extinguishers are to be located at the following positions.

(a) At the weight in scales and at least four other accessible points in the paddock area for meetings with up to 200 entrants plus one additional extinguisher for each 100 (or part thereof) entrants. For National Championships, fire extinguishers are to be located at the scales, start grid and four accessible points in the paddock area.

(b) At any fuel dispensing area (must have the appropriate approved fuel spillage kit), if in use.

(c) At any fuel testing area (must have the appropriate approved fuel spillage kit), if

in use.

(d) At all flag points ~~further than 120 metres from the nearest extinguisher source~~.

2. Fire extinguishers to be of a type suitable for flammable liquid fire and be non-hazardous to humans. Minimum 2.5kg and must have current certification tag.
3. Notices for fire extinguishers, 1000mm by 600mm, with lettering a minimum height of 180mm, are to be located with the bottom of the sign 2 metres above the ground at all locations in the parc ferme/paddock area, exceptions being the scale area and the fuel dispensing and testing areas and these areas must have suitable signs displayed.
4. Entrants may be required to supply an approved filled fire extinguisher in their paddock space, but the presence of such extinguisher shall not relieve the organisers of the obligation to supply adequate fire fighting equipment for the circuit as a whole.

Committee's recommendation to the NKC:

(b) At any fuel dispensing area (must have the appropriate approved fuel spillage kit), if in use.

Moved: NSW
Seconded:
Lapsed

(c) At any fuel testing area (must have the appropriate approved fuel spillage kit), if in use.

Moved: NSW
Seconded:
Lapsed

(d) At all flag points ~~further than 120 metres from the nearest extinguisher source~~.

Moved: NSW
Seconded:
Lapsed

Item 31 – NSW Track Item 26

TRAC 1.10 Track Lighting:

1. Start Grid and Weigh Area
   Must be such that no shadows are cast, which may be a danger to competitors and pit crews whilst starting or retrieving karts
2. Paddock
   Must be adequate enough for competitors and pit crew to move around the paddock without endangering themselves by objects hidden in shadows.
3. Track
   (a) No point of the track surface will measure less than 20 Lux.
   (b) Track lighting is to be measured at ground level on the centre line of the track.

(c) The area on the track used to record kart numbers will measure no less than 38 Lux.
(d) The starting area will measure no less than 38 Lux.
(e) No section of track surface will have its intensity of lighting vary by more than 20% over a 10 metre distance.
(f) No lighting source shall cause glare to drivers or officials.
(g) All new track lighting must be designed by a qualified person.

4. Emergency Track Lighting

Tracks will have emergency lighting. The emergency lighting will have an alternate source of power supply to that which powers the main track lighting. The emergency lighting will be ~~either~~ permanently on ~~or be instantly on~~ during racing, ~~in the event of loss of power to the main lights~~. ~~The emergency lighting only needs to last for 5 minutes until the officials have had a chance to stop racing.~~ The minimum number of lights will be one (1) light for every two hundred metres of track. Positioning of the lights will be at the discretion of the State Track Inspector. ~~System eg. Minimum 12-volt battery powered back up or simular.~~

5. Flashing Amber Lights / Red and Blue Lights

The minimum requirement for flashing amber light shall be 150mm diameter light mounted maximum 2 meters high. A solid red and blue light may also be included in a light bank. Blue and amber lights shall be independently switched, red shall be full course. All lights shall be controlled from central point. ~~All lights shall have flashing light mounted on top to enable officials to ensure lights are operational~~. All flag points must have a portable light source with Red, Blue and yellow lights. All cabling must ~~be either underground or around fence lines and must~~ comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with state track inspector.

Committee's recommendation to the NKC:

4. Emergency Track Lighting

Tracks will have emergency lighting. The emergency lighting will have an alternate source of power supply to that which powers the main track lighting. The emergency lighting will be ~~either~~ permanently on ~~or be instantly on~~ during racing, ~~in the event of loss of power to the main lights~~. ~~The emergency lighting only needs to last for 5 minutes until the officials have had a chance to stop racing.~~ The minimum number of lights will be one (1) light for every two hundred metres of track. Positioning of the lights will be at the discretion of the State Track Inspector. ~~System eg. Minimum 12-volt battery powered back up or simular.~~

Moved: NSW
Seconded:
Lapsed
NOTE the word similar is spelt incorrectly.

5. Flashing Amber Lights / Red and Blue Lights

The minimum requirement for flashing amber light shall be 150mm diameter light mounted maximum 2 meters high. A solid red and blue light may also be included in a light bank. Blue and amber lights shall be independently switched, red shall be full course. All lights shall be controlled from central point. ~~All lights shall have flashing light mounted on top to enable officials to ensure lights are operational~~. All flag points must have a portable light source with Red, Blue and yellow lights. All cabling must ~~be either underground or around fence lines and must~~ comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with state track inspector.

~~All lights shall have flashing light mounted on top to enable officials to ensure lights are operational~~.

Moved: NSW
Seconded: QLD
Lost

All flag points must have a portable light source with Red, Blue and yellow lights.

Moved: NSW
Seconded:
Lapsed

All cabling must ~~be either underground or around fence lines and must~~ comply with relevant electrical codes. Position, construction and number positions of lights to be decided in consultation with state track inspector.

Moved: NSW
Seconded: TAS
Lost

Item 32 – NSW Track Item 27

TRAC 1.11 Paddock Area:

(1) The paddock must be clearly defined and fenced. Under most conditions the public are permitted in the paddock. All karts shall be accommodated within the paddock area. The paddock must be of sufficient area to cater for the maximum number of karts likely to attend a race meeting.

(2) The paddock area surface is to be of a suitable material, graded and drained to maintain access during all weather conditions.

(3) The access ways to paddock spaces are to be a minimum width of 4 3 metres.

(4) A trade area is to be set aside~~, in close proximity to parc ferme/paddock,~~ for exclusive use of Trade Vehicles that have prior arrangements with the Promoters.

(5) The promoting club, in conjunction with the State Track Safety Inspector, will designate

a safe area for the starting of kart engines. This area will be clearly marked and sign posted.

(6) All circuits shall have a main notice board. This board is to have a map showing;

(a) emergency vehicle access routes
(b) fire extinguishers
(c) parc ferme boundary
(d) paddock boundary
(e) emergency phone numbers
(f) kart engine starting area.

The notice board will be located in ~~the paddock area~~ in close proximity to the Race Secretaries Office and will be used to display all official communications to competitors and race information. It is recommended that the notice board be lockable and protected from the weather.

Committee's recommendation to the NKC:

(1) The paddock must be clearly defined and fenced. Under most conditions the public are permitted in the paddock. All karts shall be accommodated within the paddock area. The paddock must be of sufficient area to cater for the maximum number of karts likely to attend a race meeting.
(2) The paddock area surface is to be of a suitable material, graded and drained to maintain access during all weather conditions.
(3) The access ways to paddock spaces are to be a minimum width of ~~4~~ 3 metres.
(4) A trade area is to be set aside~~, in close proximity to parc ferme/paddock,~~ for exclusive use of Trade Vehicles that have prior arrangements with the Promoters.

Moved: NSW
Seconded: TAS
Unanimous

The notice board will be located in ~~the paddock area~~ in close proximity to the Race Secretaries Office and will be used to display all official communications to competitors and race information. It is recommended that the notice board be lockable and protected from the weather.

Moved: NSW
Seconded:
Lapsed

Item 33 – NSW Track Item 28

TRAC 1.12 Start Grid and Weigh In:

The entrance and exit to and from the track must be clearly defined "OUT" on the start grid and "IN" on the weigh grid.

The direction of racing and practice is to be displayed by an all weather arrow sign in a location of the sign is to be determined by State Track Inspector.

1. Start Grid Area

(a) Must be large enough to accommodate the maximum number of starters permitted on the track.

(b) The kart positions on the grid are to be clearly marked.

(c) The grid surface is to be smooth bitumen sealed or concrete and well maintained.

(d) The lane to the track must be fitted with a suitable gate of strength at least equivalent to the adjacent fence.

(e) The sealed width of the lane to the track must be a minimum of 5m and the width between safety structures must be a minimum of 7.5metre.

(f) The minimum grid surface width for a single grid is 7 metres.

(g) The minimum grid surface width for a double grid is 12.5 metres.

(h) As a minimum both sides of the start grid must be enclosed with a spectator fence spaced at a minimum of 7 metres to a maximum of 9 metres apart for a single grid and minimum of 12.5 metres to a maximum of 15 metres apart for a double grid.

(i) referring to double grid dimensions, if the minimum of 1.6 metres cannot be achieved it shall be referred back to the relevant State authority for approval of safety modifications.

Committee's recommendation to the NKC:
(c) The grid surface is to be bitumen, sealed or concrete and well maintained.
Moved: NSW
Seconded: NT
Unanimous

(i) referring to double grid dimensions, if the minimum of 1.6 metres cannot be achieved it shall be referred back to the relevant State track inspector for approval of safety modifications.

Moved: NSW
Seconded: Qld
Lost

Item 34 – NSW Track Item 29

2. Weigh In Area

(a) The weigh in area must be fenced to prevent entry of unauthorised personnel. As a minimum a safety fence will be used in State and National events.

(b) Scales are to be located at the end of the weigh in area away from the track.

(c) The surface is to be bitumen sealed or concrete and to be of sufficient area to

accommodate the maximum grid capacity. (allow 4.0 m2 per kart)

(d) Access to the weigh in area will be by way of a deceleration lane. The sealed width of the deceleration lane must be a minimum of 1.5 m and a maximum of 2.5 m with an overall clear width of 3.0 m.

(e) The deceleration lane will include suitable bends or a tyre chicane to slow the travel of karts. The weigh in area should be protected from an out of control kart by a catch trap or safety barrier.

(f) An entry lane to the deceleration lane may be painted on the track.

Committee's recommendation to the NKC:
Moved: NSW
Seconded:
Lapsed

Item 35 – NSW Track Item 30

TRAC 1.13 Parc Ferme Area:

The parc ferme may include the start grid area, the weigh in area and the weigh scales, an area for impounding karts for technical checking and any tyre or fuel impound area. The parc ferme must be clearly defined and fenced and under most conditions the public are not permitted in the parc ferme. Appropriate spectator or security fences will define the parc ferme areas. No smoking is permitted in this area and this direction must be clearly signposted.

Committee's recommendation to the NKC:
Lapsed as it is no different to current ruling.

Item 36 – NSW Track Item 31

TRAC 1.14 Emergency Communication:

A telephone must be provided at all circuits. A mobile phone will suffice where reception can be achieved. Where telephone reception is not available, radio contact with emergency authorities must be in place during competition.

Committee's recommendation to the NKC:
Lapsed as it is no different to current ruling.

Item 37 – NSW Track Item 32

TRAC 1.15 First Aid Requirements:

These vary from State to State but there must be clear access for an ambulance and suitable areas set aside for first aid facilities. It is recommended that a medical room be established for use by first aid personnel and for the treatment and recovery of injured persons in private. (refer Rule 3.25 of the AKA Manual.)

Committee's recommendation to the NKC:
Lapsed as it is no different to current ruling.

Item 38 – NSW Track item 33

TRAC 1.16 Stewards Meeting Room:

(1) All circuits will have an enclosed facility for conducting Stewards hearings. The room should be weatherproof and ~~a minimum size of 2.4m x 3.6m. it is recommended that the room be 3.6m x 4.5m and~~ provided with power. Artificial lighting must be provided.
(2) A board in the Stewards' room to have a map showing;
(a) fire extinguisher locations
(b) parc ferme boundary
(c) paddock boundary
(d) emergency phone numbers
(e) kart engine staring area
(f) sensor device area
(g) track map

Committee's recommendation to the NKC:

(1) All circuits will have an enclosed facility for conducting Stewards hearings. It is recommended that the room be at least 3.6m x 4.5m and provided with power. Artificial lighting must be provided.

Moved: NSW
Seconded: VIC
Unanimous

(2) A board in the Stewards' room to have a facility map showing;
(a) fire extinguisher locations
(b) parc ferme boundary
(c) paddock boundary
(d) emergency phone numbers
(e) kart engine starting area/areas
(f) sensor device area
(g) track layout

Moved: NSW
Seconded: NT
Unanimous

Item 39 – NSW Track Item 34

TRAC 1.17 Control Tower:

It is recommended that control towers be adequately covered, closed and ventilated with access by way of an approved permanent stairway. This area is to be considered out of bounds except for essential race day Officials or their delegated messengers.

Committee's recommendation to the NKC:
Moved: NSW
Seconded: TAS
Lost

Item 40 – NSW Track Item 35

TRAC 1.18 Fuel Testing Facilities:

All buildings, including portable structures such as shipping containers, which are used for the purpose of fuel testing, must have adequate Fresh Air Ventilation System (flow through or exhaust system).

Committee's recommendation to the NKC:
Lapsed as it is no different to current ruling.

Item 41 – NSW Track Item 36

TRAC 1.19 Technical Inspection Area:

(1) Enclosed and covered facilities with adequate lighting and suitable benches are to be provided for Engine Measuring and Fuel Testing.

(2) An adequate secured area for the impounding of karts, tyres, fuel, etc. is required for all State and National Championships and other events as required by the AKA.

Committee's recommendation to the NKC:
Lapsed as it is no different to current ruling.

Item 42 – NSW Track Item 37

TRAC 1.20 Tyre Inflation:

Complexes that have a facility for fitting and inflating tyres must provide a safety cage (approved) and sign instructing the use thereof. Maximum outlet pressure for fitting, inflating and cleaning is 4 bar or 58 psi and air equipment tested annually.

Committee's recommendation to the NKC:
Moved: NSW
Seconded:
Lapsed

The Track committee would like to recommend the following:

If you are supplying the facility then it must meet the following requirements:
An AKA approved safety cage
All air equipment must be annually tested
Air compressors must be fitted with the appropriate blow off valve.

Item 43 – NSW Track Item 38

TRAC 1.24 Official Signage:

Refer to the AKA Track Safety Manual for details of official safety signage to be displayed at race complexes. Such signs should measure at least 1.8 metres x 1.2 metres in size and be a white background with the words WARNING in LARGE BOLD LETTERS, with the following words in LARGE BLACK TEXT.

(1) Waivers
WARNING:- Go-Kart racing is dangerous.
Spectators are reminded that motor racing is dangerous and accidents can happen. All care is taken to protect the public, but spectators are warned there is a possibility of an accident causing injury, death or property damage. By entry into the racing circuit , the spectator acknowledges that there is a degree of danger, and the promoter, clubs, corporations, organisations and persons having any connection with the promoting, organising or conduct of the event shall have no liability to the spectator except where due care and skill has not been exercised.

(2) Practice restrictions

(3) Direction of practice / racing
(Refer to TRAC 1.12 of these regulations)

(4) Fire Extinguishers
(Refer to TRAC 1.09 of these regulations)

(5) Requirement to sign Indemnity Form.

(6) Tyre Fitting
When fitting tyres a safety cage must be used.

(7) Recommendation covered footwear be worn at all times (practice/race meeting) whilst in paddock area.

Committee's recommendation to the NKC:
Lapsed as the ruling is currently in place as it stands.

Item 44 – Acceleration Line

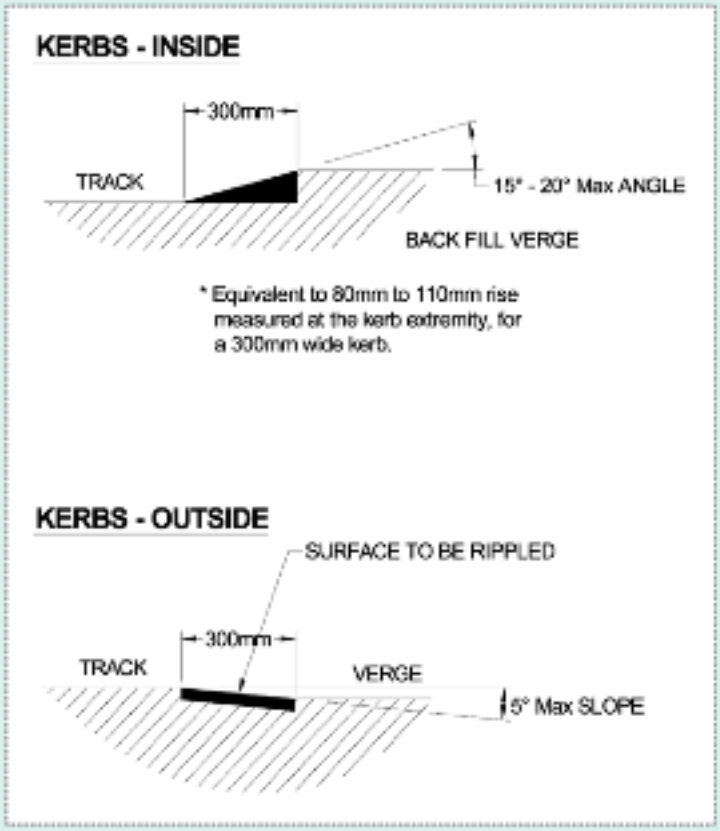
TRAC 1.06 (4) Acceleration Line

All tracks will have a yellow painted line on the track, at 90 degrees to the track edge, approximately 25 metres prior to the start line. This line is the acceleration line. It is recommended to have a yellow witches hatch either side of the track verge identifying the acceleration line. They shall be a minimum of 1 metre from the track verge.

Committee's recommendation to the NKC:

Moved: VIC
Seconded: TAS
Unanimous

(2) Practice restrictions
(3) Direction of practice / racing
(Refer rule 18.13)
(4) Fire Extinguishers
(Refer rule 18.10)
(5) Requirement to sign Indemnity Form.
(6) Tyre Fitting
When fitting tyres a safety cage must be used.



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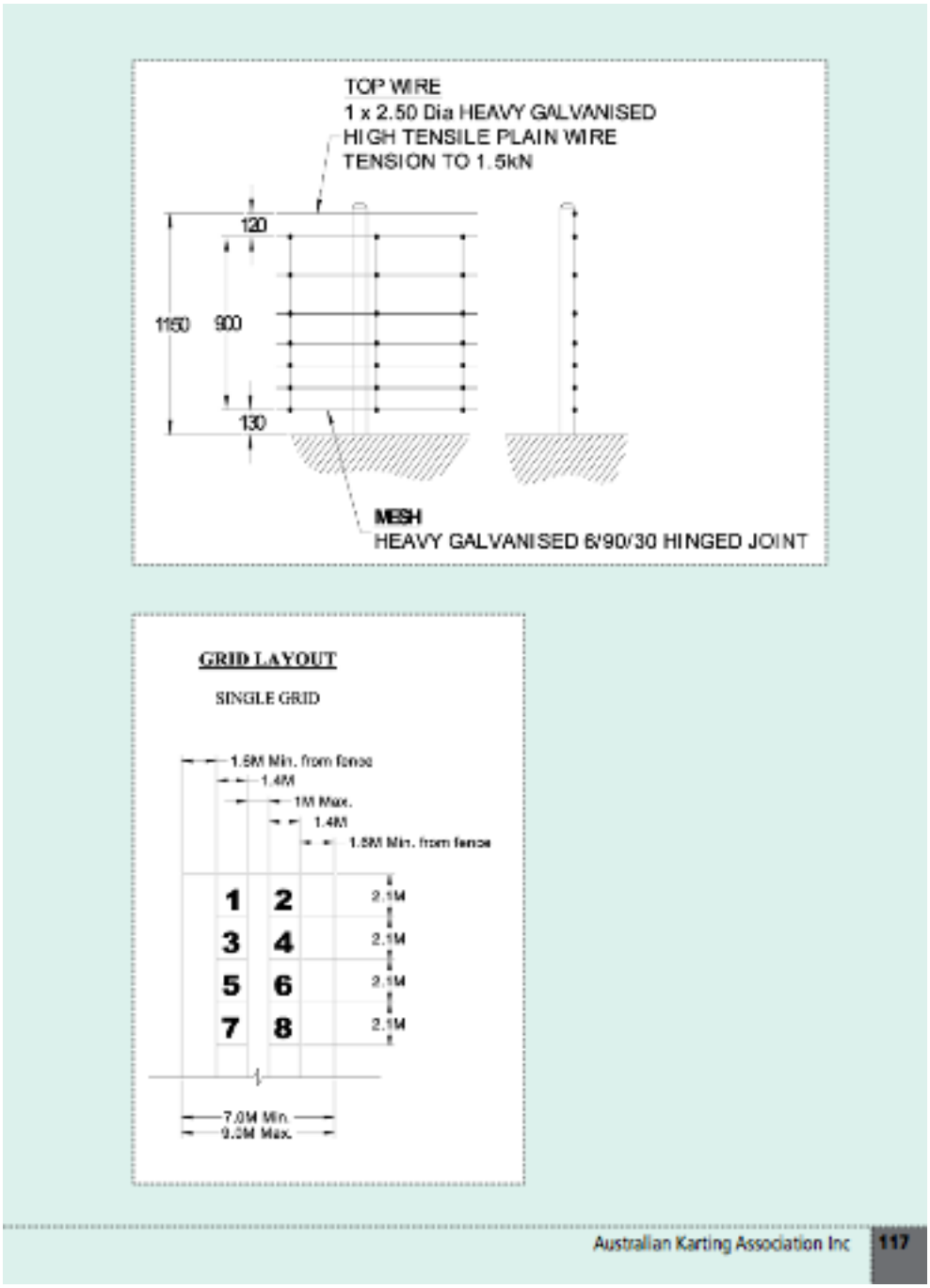
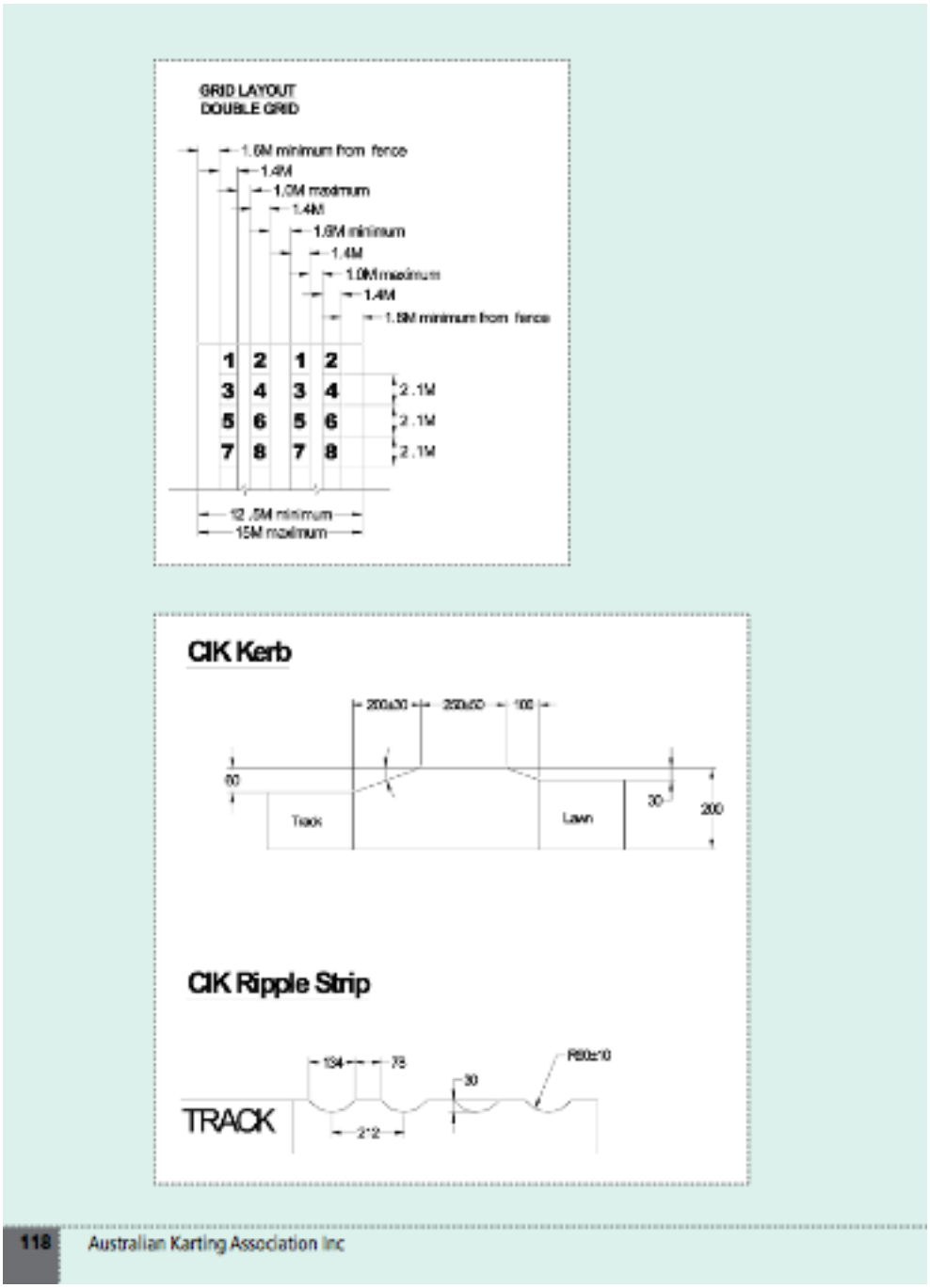
Committee's recommendation to the NKC:



Committee's recommendation to the NKC:



Committee's recommendation to the NKC:

SPEEDWAY

1. TRACK LAYOUT

Direction of racing MUST be anti-clockwise.
The track should be close as possible, be on level ground and must be an oval (formed by two straights joined by two semi-circles).
If there is banking on the track it must grow from the inner edge of the racing surfaced to the outer edge of the track.

Committee's recommendation to the NKC:
Direction of racing MUST be anti-clockwise.
The track should, as close as possible, be on level ground and must be an oval (formed by two straights joined by two semi-circles).
If there is banking on the track it must grow from the inner edge of the racing surface to the outer edge of the track.

Moved: NT
Seconded: NSW
Unanimous

2. PREPARATION AND MAINTENANCE

The track should be properly watered in ample time prior to the meeting to ensure satisfactory racing and to protect the competitors and the public from excessive dust during the event.

To preserve the evenness of the track surface it should be graded as necessary between races.

Committee's recommendation to the NKC:
The track should be properly watered in ample time prior to the meeting to ensure satisfactory racing and to protect the competitors and the public from excessive dust during the event.

To preserve the evenness of the track surface it should be graded and watered as necessary between races.

Moved: NT
Seconded: NSW
Unanimous

3. TRACK MARKING
The inside and outside edges of the track must be clearly defined.
If there is no safety fence on the outer edge of the track, it should have a substantial run off zone as to arrest the progress of racing vehicles.

Safety fences must be constructed in such a way that they do not allow for the possibility of any part of kart or competitor to be caught under or between the boards.

Committee's recommendation to the NKC:
The inside and outside edges of the track must be clearly defined.
If there is no safety fence on the outer edge of the track, it should have a substantial run off zone as to arrest the progress of racing vehicles. Any excess material should be graded towards the outer area of the track.

Safety fences must be constructed in such a way that they do not allow for the possibility of any part of kart or competitor to be caught under or between the boards.

Moved: NSW
Seconded: SA
Unanimous

3a. BAULK LINE
All tracks to have a point marked no more than 40 metres from the starting area that will be the baulk line.

Committee's recommendation to the NKC:
Moved: SA
Seconded: VIC
Unanimous

3b. ACCELERATION LINE
All tracks to have a point marked approximately 25 metres prior to the Start/Finish line, this point is the acceleration line.

Committee's recommendation to the NKC:
Moved: QLD
Seconded: SA
Unanimous

NOTES:

1. Throughout this document you will note reference to *****__**Carried part a over for Legal Opinion ****__**. This refers to the issues that are occurring within NSW and the manner in which the tracks are inspected and approved by an outside source. It was felt that making the preamble into a rule that this may help to improve the situation. This is why a legal opinion is required to advise if this will be sufficient to cover the situation.

2. In further discussions it was felt that the track rules need to be split up into three sections A – New track requirements, B – Pre-Existing Tracks C – Upgraded Tracks.

3. The track committee also requested regular updates (quarterly) to the track related insurance claims that are occurring across Australia. This can be can be used to identify the types of issues that are occurring and help identify trends.

4 The track Audit survey reports where discussed and it was felt that they will take some time to complete. The approach that they will take is to ask the club track inspectors to complete these and forward them on. Expected time frame: to be completed by the end of September 2011. Hand in hand with this we request a budget to use a company such as near maps/high resolution satellite image source to obtain aerial surveillance of all tracks in Australia. These then need to be kept on file at the National Office.

Add the longitudinal and latitudinal reference for track location onto the track audit form.

Send a memo out for the clubs to complete the track survey form.

5. It has been queried as to the experience that the National Events Administrator has to conduct track inspections for the National Championships as per R20.01. It was felt that the National Track Co-Ordinator could conduct these inspections in conjunction with the State Track Inspector, compiling a list of works that would be required. It is only necessary to have the NTC attend once with all follow up works verified by electronic media.

6. In the interest of cost savings can the track safety plans be sent directly to the NTC members as delays are being experienced in receiving them? All communications re these plans will be dealt with as per normal protocol.