



National Karting Council Meeting

Agenda

Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, Sydney NSW
Date: Friday 13th & Saturday 14th November 2009



**AKA NKC MEETING
AGENDA**

**Venue: Crowne Plaza, Coogee, Sydney
7.30pm – 11pm Friday 13th November 2009**

- 1- Opening remarks by the Chairman

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

 - 3- Accept minutes from previous meeting.

 - 4- Business arising from those minutes

 - 5- Meeting Open to Observers
Motion: To allow observers of the meeting, however for in-camera discussions they will be asked to leave the room.
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1. Tyres
Selection of Tyres for the 2010-2013 Tyre Tender



**AKA NKC MEETING
AGENDA**

**Venue: Crowne Plaza, Coogee, Sydney
8.30am – Saturday 14th November 2009**

1. BAM Media Marketing Proposal
8.30am Saturday morning
2. Junior Open Performance Class with regulations prepared by Brian Sparrow & Gary Light to present to the NKC.
3. CIK committee to present their budget to the NKC.
4. National Marketing Manager position

End of carry over items from August conference
5. Tyres
(If required)
6. 2010 National Events Calendar - NKC approval required

Date	Event	Club / Town	State
12/13/14 Feb	Victorian Open State Championships	Host Club: Oakleigh Go Kart Club Venue: Deals Road, Clayton	VIC
April	AKA 49th National Sprint Kart Championships	Host Club: Eastern Lions Kart Club Venue: Hume International Kart Track, Puckapunyal	VIC
1 /2 May	Queensland State Dirt Championships	Host Club: Mt Isa Kart Club Venue:	QLD
TBA June	Northern Territory State Championships	Host Club: Darwin Venue: Berrimah	NT
27/28 June	AKA COMMITTEE CONFERENCES ALTERATION TO DATES	Location: Sydney	NSW

1/2/3/4 July	Queensland State Bitumen Championships	Host Club: Mackay Kart Club Venue:	QLD
20/21/22 August	AKA AGM/GENERAL MEETING	Location:	QLD
28/29 Aug	NSW State Non Bitumen Championships	Host Club: Forbes Kart Club Venue:	NSW
1/2/3 Oct	NSW State Championships	Host Club: Tamworth Kart Racing Club Venue: Oakburn Park	NSW
3/4/5 Sept	Rotax Nationals	Host Club: TBA Venue:	QLD
1/2/3 Oct	Western Australia State Championships	Host Club: Tiger Kart Club Venue: Cockburn International Raceway	WA
TBA	Tasmanian State Championships	Host Club: Southern Tas Karting Club Venue: Orielton Kartway	TAS
TBA	South Australian Open Sprint Championships	Host Club: TBA Venue:	SA

- Committee Conference dates – alteration required
- Rotax Nationals – dates to be approved

WA formally asked AKANSW if they would alter their date for the State championships as WA will be holding theirs at the Cockburn Karting Track which is the track for the AKA 2011 Nationals.

NSW delegate will go back to his state and discuss with them. He felt that his will not happen due to the date in NSW being the school holidays and a long weekend.

Technical Issues

1. Powermac correspondence –exhaust
2. Tony Kart – Vortex mini Rock engine registration
3. Registration of Briggs & Stratton engine (documents provided)
4. Fuel query

Below is my query, also further below is more information.

My offices and agencies are constantly receiving phone calls from karters regarding the sudden implementation of “control fuel” at state level kart championships. As we are not representatives of AKA we cannot advise competitors as to which fuels are permitted for use

during such championships. As fuel suppliers the competitors seem to expect us to know where the AKA stand on this topic.

In recent cases Elf BFK-07 is listed in the supp regs of the event yet a bulletin will advise that there is a control fuel (usually from an allocated service station pump).

We would like to seek clarity on the following:

- When would Elf BFK-07 not be allowed at a AKA sanctioned event?
- What are the selection criteria for a control fuel
- When is the tender process conducted for control fuel supply
- Why would Elf BFK-07 be mentioned in supp regs if there is going to be a control fuel in place.

Thank you.

Mark Tierney

Race Fuels Pty Ltd

www.racefuels.com.au

5. Dolphin Class

Dear President,

I would like to introduce you the Dolphin project, a category strogly wanted by the Italian Federation, which started this year and is having a huge success all around the national territory and abroad.

I'm summerizing hereby the focal points concerning the chassis and the category:

1. **AGE** The chassis is for children of 6 and 7 years old or for children from 5 to 7 years old.
2. **DEMONSTRATIVE EVENTS** The category has no competitive value, it is just for demonstration, there is no classification and all drivers are equally winners. An example of how the event is composed is 10 minutes of Warm Up and 2 Finals (Final A and Final B). The starting grid of the the first Final is at draw and the second Final has the opposite starting grid.
3. **PRICE** The customer cost of the complete rolling chassis in Italy is very low in order to keep the costs and to have more children entering the karting field considering the global economical crises.
4. **LOW EMISSIONS** The engine choosen is a 4-stroke, Honda GX35 with low emissions. Moreover, Honda engine is a worldwide brand with plenty of Honda centers in all countries that can supply a post-selling service.
5. **DRIVING SCHOOLS** The chassis is perfect to use in driving schools, federational schools or private ones to start teaching how to drive.
6. **OPERATOR MANUAL** The chassis is really very simple to use either for the small pilot either for the father who can do very simple mechanic operations.

7. **EUROPEAN MEETINGS** As the Federations in the various countries are going to promote and entering this class, there could be the possibility to organize european or international events.

There is a specific web site with videos and pictures that give an idea of the various events taken place in the past months.

www.kartdelfini.eu is in italian but authomatically translated in your language thought the use of the flags.

Parolin Racing kart is the manufacturer of this rolling chassis and would propose the same chassis to be entered in your country. Please find here attached a tecnicl description of the kart.

Moreover, Parolin Racing kart is homologating **a new KF engine** which could be very interesting for your national categories, a very performing engine and very reliable at the same time.

For further information, please do not hesitate to contact me.

Tosatto Michela
Sales Department
Parolin Racing kart srl
michela@parolinracing.com

6. IKD Correspondence
New Clutch bearing and O-Ring
(Document following)

4 Pullman Place
*Emu Plains, NSW 2750
Australia
Phone: (02) 4735 1344
Fax: (02) 4735 1065
www.internationalkarting.com.au



To: AKA NATIONAL OFFICE
From: Ian Black
Date: 16th September, 2009

RE: NEW CLUTCH BEARING & O-RING

Rotax have released a new Clutch Bearing and O-Ring for the clutch drum that is suitable for both the original and new clutches.

The reasoning behind this new product is to seal the clutch drum and prevent lubricants such as chain oil being able to penetrate behind the clutch drum ONTO THE CLUTCH. Thereby preventing the cheats who are spraying substances onto the clutch drum to promote clutch slip and claiming it is chain lube.

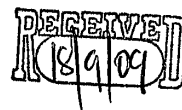
In the World regulations Rotax have made this new Bearing and O-Ring compulsory.

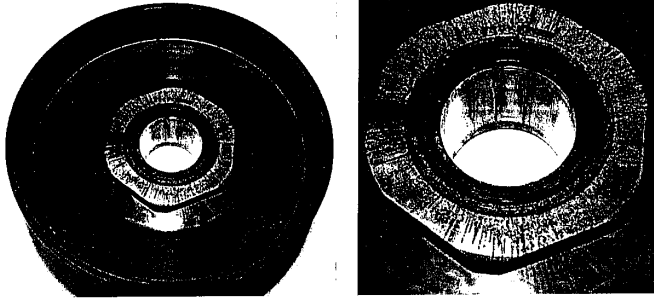
The AKA and IKD need to make a decision as to whether or not we want to make this item compulsory or not as IKD has mixed feelings about this. Bearings and O-Rings are non-tech items anyway but we need to make a decision on this matter.

Below is the extract from the World regulations to show you how Rotax have legislated this item:-

Engines with both old or new clutch must be fitted the new needle cage bearing 15X19X24 (632415) as well as new O-Ring 12X2.5 (950815)
Except if the plain bearing 15X17X20 designed for 11teeth sprockets is used, in this case no O-ring may be used.

No extra lubrication or additional substance allowed inside the clutch drum additional to the grease that originates from lubrication of the needle cage bearing and enters the clutch area.





Picture shows worst case scenario in case grease exits the bearing area even when the O-Ring is installed. Only fixation nut as well as inside of drum show signs of grease , running surface of clutch is completely dry.

In case Plain bearing for 11teeth sprocket is used clutch area must be absolutely free grease or any additional substance.

This rule is in force as of 20.8.2009 for Rotax Max challenge Grand finals 2009 only, for other race series and events it will be in force depending on the national regulations.

Please place this item onto the agenda for the November NKC meeting

Regards

Ian Black
IKD