



# National Karting Council Meeting

## Agenda

Venue: Crowne Plaza Newcastle, Cnr Merewether Street & Wharf Road, Newcastle, NSW  
Date: 5/6/7 March 2010



AKA NKC MEETING  
AGENDA  
5/6/7/ March 2010  
Venue: Crowne Plaza Newcastle, NSW

1- Opening remarks by the Chairman

2- Meeting Open to Observers

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

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

4- Pecuniary Interest declared

5- Accept minutes from previous meeting.

6- Business arising from those minutes  
November 2009 Minutes

9. AKAAP (Australian Karting Association Appeals Person) appointments

The following people have been appointed as an (AKAAP)

Kim Freer, Sylvia Stania, Phil Naughton, Alan Vaughan

Moved: NT

Second: TAS

Carried

Delete Rule 8.35

Moved: TAS

Second: NT

Carried

Above motion should actually read as; **Delete Rule 8.35(d)**

7- Items carried over from November 2009 meeting

Cameras on Karts

Rules and regulations to be sorted at next NKC meeting.

### Controlled Fuel

As explained by John Lane he addressed the concerns in regards to control fuels with Mr Tierney distributor for ELF fuels as requested by the NKC.

John's suggestion is - NKC to consider implementing a tender process for major events in the future.

### **End of carried over items**

### **Order of Business**

#### Friday 5 March

1. 7.30pm meeting commences
2. 7.45pm Remo Racing in-camera session – Leopard Promoters Agreement
3. 11pm meeting adjourns

#### Saturday 6 March

1. 9am Meeting reconvenes
2. 9.35am – 10.00am Rod Clarke Subaru KX21 Engine Homologation
3. 10.00am – 10.15am Morning Tea
4. 1pm – 1.40pm Lunch
5. 3.15pm – 3.30pm Afternoon Tea
6. 6pm Meeting adjourns

#### Sunday 7 March

1. 9am Meeting reconvenes
2. 12noon – Meeting concludes, delegates travel to CIK Rd1

**AKA NKC MEETING  
AGENDA  
5/6/7/ March 2010  
Venue: Crowne Plaza Newcastle, NSW**

**1. Track Development Fund**  
Simon Whiting to discuss

**2. Qld Items**

Item 1: A1 Process

**Reason:** Qld followed the A1 process by getting a driver to submit correspondence through the A1 process. Qld was then told it had nothing to do with them or the Club that made the submission. Qld would like to seek clarification on what follows A1 and what doesn't as we believed the process used was correct.

Item 2:

It is proposed that a Junior with at least a B Grade licence and six endorsements be allowed to compete in a restricted 125cc kart if he is upgraded early to Seniors.

Reason: Juniors wishing to go up early to Seniors (usually a weight/growth issue) at present are not allowed to drive greater than a 100cc kart [Rule 13.21 3 Juniors (c) 3]. This is an anomaly as Juniors are allowed to drive JMax, which are quicker than a restricted 125 TAG (a power/weight issue). We feel that this is an inequitable situation as a karter over 16 years of age with no experience is allowed to begin in a restricted 125, and yet an experienced Junior with a B Grade licence is excluded from participating in this class if he is granted an early upgrade to Seniors.

Item 3: Chapter 34 – Clubman Include ARC (WC) and ARC (AC) and Hybrids engines in Chapter 34.

**Reason:**

- These engines have proved to be equal to any engine current in AKA
- They both meet the idiom of the AKA requirement, in that cylinder liners must be CNC machined in the future.
- They are manufactured by an Australian company in Australia.
- The addition will provide Junior Clubman racers an immediate senior championship category without spending any funds to participate in seniors, further assisting retention of licence holders.
- It is a proven fact that the State based Sportsman classes (over at least 4 years) using the same engines and a weight restriction for the ARC (WC), has provided itself across the country.
- The inclusion of additional engines in other classes (TAG) and the acceptance of differencing cylinders in another class (RM125-JM125) does not warrant the ARC engine to be excluded from this category with any legitimate reason.

#### Item 4: AKA Code of Conduct – Enforce or Abolish the code

##### **Reason:**

- The recent (newsprint and other national TV media) of the guilty verdict in the Federal Court of Australia of the AKANSW Executives who sit at National level and has brought the sport into disrepute by the actions of those officials.
- The NKC has not addressed this matter in line with the Code of conduct and the officers responsible still hold National office when the courts have clearly defined their illegal actions.
- Unless the code is applied diligently to everyone who is signature to it than it should be removed, as it is worthless and makes everyone responsible for its application equally guilty for their failure to act.

#### Item 5: CIK Financial Handout – Approved budget to be revised

- Recent advice and advertising by the AKA & CIK Committee personnel implies that \$100,000 of AKA funds has been allocated to a Series for karting that does not resemble CIK in any form, other than the use of homologated CIK engines.
- There is also advertising that implies that \$40,000 of AKA funds are to be allocated as a prize pool for the series participants.
- If such funding is available for a simple series of competition with AKA monetary prize funds then there would be any number of more important worthy uses of AKA funds for the betterment of the sport.
- Providing such excessive funding for less than 1.0% of AKA karters is not in the best interest of the sport, and would be better spent on a dedicated expert guided National Marketing & Promotion plan and budget.

#### Item 6: Governance

That the draft constitution approved by the members between 2005 and 2008, be implemented immediately.

##### **Reason:**

- The instruction of the NKC in February 2008 was for the Secretariat to proceed to prepare all the necessary details for the approved constitution to take effect. That instruction has not been rescinded apart from various attempts by the former Secretariat to change the approved constitution.
- The NKC should reiterate that its previous direct to implement the best management practice constitution is to be activated immediately and a standing agenda item is to be made for each ensuing NKC meeting until the clubs (the voting members in the approved BMP model) have elected a Board of Directors and migration from the Associations Incorporations Act (Vic) to the Corporations Law (Cth) has occurred.

#### Item 7: NKC agenda and practice

Whether item 4 proceeds or not, the practice of the NKC voting on matters that have not been circulated to the members must stop.

##### **Reason:**

- The most recent example of the negative light the practice casts on the NKC and the organisation, is the Junior Performance resolution made in November on an ad hoc basis that flies in the face of the reasoned resolution made just 3 months previously with no indication as to why a change from the previous was required.

Item 8: Remove highlighted explanation reference in Rule 6.02.2

**2. Revise finishing order.**

A revision of the finishing order of a race may be imposed when the Stewards deem a Competitor has gained an unfair advantage, or unfairly disadvantaged other competitor/s. Generally used when the finishing order determines a grid position or placing with no points attached (pre-final or final only counts). Succeeding competitors affected by the revised

finishing order will receive the entitlements associated with their revised placing.

**When circumstances permit, revision of the finishing order of a race may also permit the reinstatement of unfairly disadvantaged competitors.**

Item 9: Cameras on Karts

That the rules relating to cameras on karts 25.16 remain as stated in the 2010 Manual.

**Reason:**

- These objects unless inspected and deemed safe by a competent person can become missiles.
- Any variation from this rule would imply that safety standards are being compromised.

Item 10: Minute recording

(a) In Camera

- That all "In Camera" subjects be properly noted and distributed as agenda to the members with required notice.
- That the result of an "in camera" subject be recorded and displayed in minutes with a "Passed or Lost" indicator.

(b) Non in Camera subjects

- That all subjects other than "in camera" be recorded in the minutes by the indicator of the vote of each state member.  
Eg – for QLD NSW – against VIC TAS – abstain NT WA SA

The Secretary of the Association is responsible for the correct recording of the Minutes of all AKA meetings. The recent practice of not indicating/showing the voting of each of the member representatives does not pass for the correct recording of minutes.

Item 11: Change of the AKA's trading name to "Karting Australia"

**Reason:**

- It identifies the group to the sport it promotes and is in line with the current corporate image the sport needs to embrace.

Item 12: changes in RED Re changing rule 16.11(3) to be changed to

If a re-start is to be conducted over laps remaining such a re-start is to be in single file at (roll up pace). (Rather than race pace as is stated in the manual) Amber light will be displayed as well (if available). The starter must allow all karts to be clear of the out-grid if necessary allowing a single lap of the circuit, before a green light (or flag) is shown to signify a re-start.

**Reason:**

- The challenges presented for a large number of drivers at the State Titles Qld in 2009.

Item 13: Use of ARC engines in the senior clubman classes

**Reason:**

- Qld would like ARC engines to be able to be used in the State and National Championships.

**3. TAS Items:**

**13.15 Licence Grades and Endorsements**

Endorsements only at Open meetings as feel Drivers are able to move through endorsements too fast if able to be endorsed at Open and Closed meetings.

7.14 Time Limits about a Complaint of the actions of an Official:

Rule 7.14(vii) 48 hours after the incident complained of;

and 7.18 (b) signed complaint and signed witness statement/s shall be forwarded to the National Tribunal Register by post within the time regulation on 7.14(vii).

It reads that all this has to be done and sent within the 48 hours. It does not say it must be received at the NTR within the 48 hours. I read it to mean as long as it is date/post stamped (registered) within the 48 hours.

**Example:**

Race meeting on a Saturday.

Monday is a long weekend. Post offices not open.

Complaint is made at 9 am on that morning (Saturday).

All paperwork, registered post etc must be done and sent in by Monday 9 am (48 hour rule)

Not very realistic.

It needs to be changed to working days, excluding public holidays (including regional public holidays)

To 3 'working' days at least.

Ie Sat complaint required at COB Tuesday following

Sunday complaint required at COB Wednesday following.

## **General Items:**

### **Insurance Review**

Clarification of Insurance specifications for Drivers and/or Volunteers with Trans-West..

Reasoning behind Volunteers not covered for under 2 weeks of injury.

### **Swipe Card**

Issues at many tracks, especially at Scrutineering, that is usually some distance from Race Secretaries system access, that extra information on driver is not able to be accessed visually, thereby not quickly.

Drivers do not have an issue with this.

AKA Tas would like to see extra information visible on card ie:

Date of Birth

Licence Grade

Expiry date

#### **4. NSW/TEKA Item**

Cadet practice division.

- 7 years - 12 years of age.
- The only engines allowed in the cadet division will be a single Honda GX200 or a single Briggs and Stratton Animal engine, no karts with twin engines will be allowed to practice in this division.
- Dunlop tyres as per chapter 51 of the AKA rule book are the only tyres allowed in the cadet division.

Junior practice division

- 12 - 16 years of age.
- The only engines allowed in the Junior division are twin Honda GX 200 or twin Briggs and Stratton Animal engines.
- Dunlop tyres as per chapter 51 of the AKA rule book are the only tyres allowed in the Junior division.

#### **5. IKC Item**

The IKC ask that Chapter 46 be deleted as it is now covered under Chapter 50 KZ2 Regulations.

6. **BRT Racing Item**  
Additional documents attached.



# BRTRACING

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RICHMOND NSW 2753



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**Attention:** Leonie Dunn  
**Subject:** BRTRacing Kartcam AKA Approval

Hi Leonie please find attached a copy of the Brtracing's submission that was made to the AKA Australian annual general meeting in Melbourne in 2009. Brtracing has been working with AKA NSW, for over two years now to try and have our Kartcam system approved to be used on Karts all over Australia.

At the Annual General Meeting the committee reinforced their decision – regarding the AKA decision (New rule 25.16(b)) - any type of camera on a kart or driver during practice or racing at any permitted race meeting is banned. Brtracing would like to re-submit its application to have its Kartcam approved. AKA NSW gave Brtracing writtern approval to use their Kartcam on my grandson's Kart for all races in NSW from July 2009 to December 2009 or until a final decision was made regarding cameras on Karts. During this racing period, we had to show the Scrutineer the Letter from AKA NSW regarding permission to use the Kartcam, but the final decision was up to the Scrutineer at the time. During this time, no Scrutineer found any problems with our Kartcam and we were allowed to use it in all of my grandson's races.

During the last two years we have been inundated with request to purchase our Kartcam, Brtracing have not sold any of its Kartcam since AKA Australia introduced the above Rules. We continual tell all of our karting inquires that we are unable to sell them our product due to the above rule. We will continue to do so as well as continue to work with AKA NSW and AKA Australia to have a standardised Kartcam system implemented in accordance with AKA Australia's rules and regulations.

When you read our proposal you will see that we have invested a lot of time insuring that the safety factors of all drivers are looked at including the weight of the camera. Brtracing is prepared to continue to work with AKA Australia to have our Kartcam approved. If it would help AKA Australia with their decision to approve our Kartcam we can send a Kartcam system into AKA Australia for their own testing and appraisal.

Brtracing is a small family business that has been setup to assist my grandson, Jett Bennett with his Karting. We would like to apply to AKA Australia for **approval** to **sell** our product thought Australia with approval for our customers to use such camera system. If this is not possible we would like **approval** for **my grandson** to use our Kartcam for all of his meeting in 2010.

The reason we need AKA Australia approval is we would like Jett during 2010 to race in Victoria, Queensland, Darwin and Tasmania to allow him to gain more skills and experience. Using our Kartcam will help Jett in all of his practices sessions, during racing because it will allow us to use the footage to help him in with his driving skills and techniques, his lines. Jett and his family is very dedicated to Karting and we do not want to use any product, parts ect. that will jeopardizes his safety or racing results.

Brtracing looks forward to the AKA Australia's reply for our request.

Regards

Wayne Bennett  
Director  
Brtracing



**Australian Karting Association (NSW)  
Inc**

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2<sup>nd</sup> September 2009

Mr. Wayne Bennett  
21 Faithfull Street  
RICHMOND NSW 2753

Dear Wayne

**RE: BRT Racing Kartcam AKA Approval**

Thank you for your correspondence dated 26<sup>th</sup> August 2009.

Approval is granted for Jett Bennett (Midget), Joshua Dean (Rookies) and Jacob Parsons (Junior National Light) to operate onboard cameras as requested.

The camera must be mounted and secured to the kart and not to their persons; you will need to obtain final approval from the Chief Scrutineer at the meeting.

Kind regards  
Karen Newton  
State Secretary  
Australian Karting Association (NSW) Inc.

7. **2010 Rotax World Final**  
IKD Correspondence

Australian Karting Association Inc  
PO Box 4222  
Penrith Westfields  
PENRITH NSW 2751

**RE: 2010 ROTAX WORLD FINAL**

IKD recently announced that Rotax and IKD are offering Rotax Karters in Australia a total of nine positions at the 2010 Rotax World Final. This is an increase of three positions over the positions allocated in 2009. I am sure you will agree that this is great news for karting in Australia.

At the event, Rotax provide 250 drivers from around the world all the equipment needed to race free of charge as well as paying for hosting the actual event. They charge no entry fee to drivers at all. Each driver is required to cover the costs of getting themselves to the event including their own accommodation, airfares, car hire & food.

The 2009 event had a budget from Rotax of over \$500,000 Euro, which is around \$900,000 Aus; however this is not enough to cover the travel expenses of all competitors.

IKD is committed to allocating \$10 from every entry fee at the 2010 Pro Tour and other selected Rotax events to the fund. IKD is also planning to coordinate some initiatives throughout 2010 to raise money, which will be divided equally among the drivers that attend the Rotax World Final as a contribution towards their expenses.

I would like to ask on behalf of the drivers that will attend the 2010 event if the AKA would make a contribution towards the expenses of the attending drivers. If the AKA would be prepared to make a contribution, IKD will match that contribution dollar for dollar to a maximum of \$5000. This is over and above all other initiatives conducted by IKD to help the attending drivers.

I sincerely hope that the AKA will see this request favourably. Should the AKA decide to help, IKD will issue the necessary press release so that the AKA receives the recognition for their much appreciated support.

Please feel free to contact me should you wish to discuss further.

Kind regards,



Ian Black  
Managing Director

**8. Addition to Rule 17.12(k)**  
National Secretary to discuss

Add to rule:  
Rule 17.12 (k)

**It is compulsory that pit crew wear a yellow safety vest in the start grid, scales Area and track at all times. Any AKA Official i.e Grid Marshall/s – Scale marshal/s MUST wear an Orange AKA Official vest at all times.**

Reason:

This is a safety requirement - The supplied AKA vests to all clubs has AKA Official on the back of them – the pit crew are NOT AKA Officials. There is a very small limit of these and they are not returned after use there is less. We see pit crew running out onto the track with one arm in and one arm out the vest , tied around their waist or in their hand by having them supply their own they will already have it on should they need to help out on the track when they have pushed out. No one will think that they are AKA Officials which at present is confusing to the competitors.

**9. DPE Items**

1. 41.12.1 Tillotson HL326A or HL166B with a venturi of 15.87mm. maximum. Carburettor to be stock as supplied by COMER. **The choke shaft must remain attached and in situ however the choke shaft butterfly and choke shaft butterfly screw may be removed.** No additional machining or.....

Reason: There is a variation in the degree of opening of the choke shaft in Comer carburettors. By permitting the removal of the butterfly, which is a “no cost” fix, this variable can be removed.

2. **Add: 41.18.5 both piston rings must be fitted and must contact the cylinder bore in all places. Any attempt to reduce friction by artificially restricting either ring is not permitted.**

Reason: Some people have been using methods such as “pop marking” the piston to make the second piston ring ineffective in order to reduce friction, even though the ring is still present.

3. **Add: 12.03(d) An engine inspector cannot inspect an engine that is in any way associated to the engine inspector.**

Reason: Obviously it is a clear “conflict of interest” and should not be allowed.

## 10. Technical Matters

Documents to be forwarded at a later date.

1. An update of the rule 14.01 Safety Helmet as there are a couple of new ones that we do not have covered.
  - a) Helmets bearing the following marks are approved for use on AKA circuits
    - . AS1698 - Australian Standard,
    - . BS6658 type A, BS6658 type A/FR - British Standards Institute, including
  - Amendments required:
    - . ECE-2204 and ECE-2205 - European Standards.
    - . Snell M90, Snell SA90, Snell M95, Snell SA95, Snell SA2000, Snell M2000, Snell K98, Snell SA2005, Snell M2005, Snell K2005 - Snell Foundation.
    - . SFI Specific 31.1, SFI Specific 31.2 - SFI Specific 24.1.
  - b) Events on CIK International calendar will be subject to CIK Regulations.
2. National Technical Committee would like to have a clear direction from the NKC in regards to 4 stroke engines for sprint racing?
3. Report on the submissions from DPE - Comer
4. Any other Technical issues that need addressing.