

Australian Karting Association Inc

Administration Committee

Late Agenda Items

AGENDA



Venue: Crowne Plaza, Cnr Arden & Carr Streets, Coogee, NSW

Date: 4th June 2010

Time: 7.30pm

Late Agenda Items:

DPE Items.

1. Chapter 41. Change name from Midgets to Cadets.
Reason: The term “Midget” generally refers to people with Dwarfism. This could be improved by changing the name to “Cadets” which is a widely used name in the karting world.

2. Chapter 13 - Investigate if it is possible to reduce the cost of AKA licenses drastically by introducing a “user pays” system.
Reason: With the high cost of an AKA license (Vic \$290), purchasing one is a major negative, not only to newcomers but existing customers of the AKA also. One high ranking AKA official said to me he doesn’t have an AKA license because he doesn’t race very often and couldn’t justify the expense, so if he thinks this way, imagine how many other people do too! As the cost of insurance etc is not made public, it is not possible for me to do the calculations but the concept is to investigate reducing the cost of a license dramatically to \$100 or even \$50. This would obviously increase license numbers but there would be a need compensate for this reduction of income by adding (EG) \$10 to every race entry. This user pays system would mean that the more someone races, the more they pay which is essentially correct as they have a higher risk, simply from racing more often. For someone with access to the cost of insurance, etc, this would not be a difficult task.

3. Create a simple, low cost (ideally free), Australia wide method of allowing people considering taking up karting to have approximately 2x 10 minute test drives of a kart.
Reason: Very few people will outlay many thousands of dollars for something they have not tried. We know once a person test drives a kart they are usually hooked but currently there is no official way that a potential new customer can drive a kart. So that there is a reasonable level of control, this could be done via kart shops who would record the customer details and any other information that the AKA may require.

4. Remove classes that are not raced regularly from the AKA rulebook.
Reason: Classes such as (30) Piston Port, (31) Class Australia, (33) ReSa, (47) ReSa Junior, (52) ARC A1 Evolution are not raced and therefore should be removed from the overcrowded and thick AKA rulebook. If any of these classes were ever raced again then it could be simply stated “Refer to 2010 AKA rulebook for regulations”

5. Set aside a minimum of one hour per day per NKC meeting to discuss “How can we make the sport of karting bigger, better and more popular?”
Reason: Endless hours are spent at each NKC meeting discussing technical issues and although technical issues are important, they in general do have any effect on the sport. Time needs to be allocated to discuss the very important issues of how to improve the sport.

6. Investigate why only a very low percentage of customers compete at the AKA Nationals.
Reason: At the recent AKA Nationals in Victoria, there were 350 entries out of more than 7000 AKA customers (5%). New Zealand’s Nationals were held the same weekend and received 243 entries from 1200 karters (20%)

7. Create a questionnaire for every AKA license holder to complete when they renew their license.
Reason: In order to be informed so that they can provide a better product and service for its customers, the AKA must carry out some market research, otherwise there is a chance its customers will simply leave.

10. New format for AKA Nationals.

Rule 20.22(2): Change of racing format for State and National Titles

Reason: The National Championships are the single biggest event on the Australian calendar each year and should be taken seriously, not just trying to please every karter. Every driver knows before they attend the Nationals that it won’t be easy to qualify for the event, but they understand the consequences that can arise from this. I.e. not making the field and going home early.

The current format we have in place (A v B v C v D) does not warrant the same respect to drivers who qualify at the front as the old format used too.

- With this system there are 3 heat races and a final
- Doesn’t allow for a driver to DNF throughout the event as that will severely punish them without a pre final.
- Only allows you to compete against some drivers once, and not race them again until the final if you are lucky enough to make it
- Has less laps than the under subscribed classes
- It rewards drivers further down, as the field is halved and those drivers are possibly starting 10 positions further up then where they qualified.
- Drivers who qualify near the front don’t have the luxury of moving up many positions, and therefore get penalised in a way.
- It’s a big jump in laps from the 3 heat races and then into the final. I.e. Puckapunyal had 8 lap heat races then a 16 lap final. No one had the chance even through practice to drive close to 16 laps in a single heat or session.

**Isn't the whole point of a National title seeing all the best drivers racing together?
We propose a different format, which could be along the same lines as Sprint cars
in a way where it rewards all drivers on a more level playing field:**

- Retain the 2 x 4 minute qualifying session
- With a track capacity of 40 karts, you would have the top 75% of drivers combined in the first group after the combined qualifying session.
- The remaining 25% of drivers will go into the second group, where they race each other in the 2 heat races to qualify for the remaining places on the grid.
- At the end of the 2 heat races, the top 75% of drivers will be classified in a ranking order for the pre final, and the remaining spots on the grid will come from the lowest points from the 2nd group and so on.
- The drivers who did not qualify for the remaining spots on the grid will take no further part in the weekend.
- The 40 karts will take to the pre final, where drivers from 30 back, will then have an opportunity to race the other drivers in the class, and give themselves a chance to move up the grid for the final.
- The pre final results will determine the grid positions for the final.

Note: This format would only be used when the class is oversubscribed.

This format still gives all drivers at least two heat races, and it gives drivers at the front of the field the chance to race the same people in the heats, who they qualified respective too. This will still be the same amount of races as the current format, but it will include a pre final, (which I think most people would agree with) an increase of laps throughout the meeting, and still an opportunity for drivers who didn't qualify so well.