



# National Karting Council Meeting

## MINUTES

Venue: Crowne Plaza Newcastle, Cnr Merewether Street & Wharf Road,  
Newcastle, NSW

Date: 5/6/7 March 2010

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

ATTENDANCE:

AKA PRESIDENT	TREVOR CRANE
AKA VICE PRESIDENT	SIMON WHITING
AKA SECRETARY	PAM ARNETT
AKA TREASURER	MAX LAYBUTT

DELEGATES:

QUEENSLAND	GAVIN DICINOSKI
NEW SOUTH WALES	STEVE KING
VICTORIA	DAVID MURRAY
TASMANIA	STEPH PETERS
SOUTH AUSTRALIA	CRAIG DENTON
WESTERN AUSTRALIA	GARY LIGHT
NORTHERN TERRITORY	JOHN GATT

CO DELEGATES:

QUEENSLAND	JOHN LANE
NEW SOUTH WALES	PETER O'NEILL
NORTHERN TERRITORY	JENNY TAYLOR

OTHERS:

Edward Hauswirth	KIAA Representative
------------------	---------------------

AKA NKC MEETING  
Minutes  
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.  
Moved: TAS  
Second: NSW  
CARRIED
- 3- Minute procedure – acceptance of digital recorder as an official recording for the purpose of minute taking by the minute secretary.  
Moved: TAS  
Second: NT  
CARRIED
- 4- Pecuniary Interest declared by Delegate, Co Delegate, Executive members of the AKA.
- 5- Accept minutes from previous meeting.  
Moved: NT  
Second: SA  
CARRIED
- 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, and Alan Vaughan.  
Moved: NT  
Second: TA  
CARRIED

Delete Rule 8.35

Moved: TAS

Second: NT

CARRIED

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

This has been dealt with in the 2010 manual.

7- Items carried over from November 2009 meeting

Cameras on Karts

Rules and regulations to be sorted at next NKC meeting

- Item is up for discussion on the agenda.

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.

- Leave it to the states on controlled fuel for their race meetings.

**End of carried over items**

In camera called with Co delegates to stay in the room. @ 7.46pm

Moved: NT

Second: VIC

CARRIED

Meeting to be re opened to the observers @ 8.30pm

Moved: SA

Second: NSW

CARRIED

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

**1. Track Development Fund**

Simon Whiting discussed with the NKC on how the AKA Track development Trust Fund works and who is responsible for payments on the loans.

South Australia delegate spoke about the concerns with the confusion with the Dublin kart club deferred loan – and their loan repayments.

Moved: SA

That all repayments are extended by six months and a new contract be drawn up between the Dublin Kart club and the Australian Karting Association.

Second: TAS

CARRIED

Tamworth & Grenfell Kart Clubs loan Applications.

NSW Delegate spoke on behalf of the loan applications.

Moved: NT

That the Tamworth kart club loan application be approved.

Second: SA

CARRIED

Moved: VIC

That the Grenfell kart club loan application be approved.

Second: TAS

CARRIED

**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.

AKANSW acknowledged that AKAQLD did follow the correct process.

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.

Moved: QLD

### 13.21. 3 Juniors:

- (a) A junior driver may elect to move to seniors at age sixteen (16) or any time between then and the end of the calendar year.
- (b) A Junior driver from age fifteen (15) must satisfy one of the following requirements to progress to senior status prior to their sixteenth (16<sup>th</sup>) birthday.
  - 1. Hold an **International Junior Licence**
  - 2. Junior A grade licence holders from age 15 must have six (6) upgrade endorsements to move to a senior A grade open / unrestricted licence.
  - 3. Hold a minimum B grade licence and have six (6) upgrade endorsements noted in their licence since attaining a B license AND whilst 15 years old and will be restricted to 100cc until their 16<sup>th</sup> birthday.
  - 4. A junior with a B grade licence, issued as per item 3 above, upon moving to senior, may elect to downgrade to a restricted **125cc C Grade** licence and rule 13.17.5 applies.
  - 5. **Once a driver has competed in seniors the right to return to juniors is forfeited.**
- (c) To be eligible for Junior Clubman, Formula JMA or Junior ReSa or Junior Performance, a driver must;
  - (i) Be a minimum of 13 years of age.

Hold a B grade junior licence that has been endorsed at six (6) race meetings in a Junior National class.

Second: SA

CARRIED Effective immediately

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 liner 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.

Moved: QLD

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

No seconder motion lapsed

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.

AKA responded to the item above.

1. The wording of the agenda item, in our view, demonstrates a gross lack of understanding of the ACCC matter and could be reasonably construed as being both frivolous and vexatious.

We note:-

(a) The use of the words “guilty verdict in the Federal Court of Australia, of the AKA (NSW) Executives, who sit at National level”, is somewhat of a nonsense;

(b) The background to this matter is that at an AGM, the NSW State Karting Council unanimously voted to set prices for kart circuit hire.

Two members of the State Executive participated in the discussion prior to the matter being put to a vote. Those Executives did not participate in the vote.

(c) The ACCC alleged that as a consequence of the vote, AKA (NSW), four clubs and two members of the NSW Executive contravened Section 45 of the Trade Practices Act.

(2)

(d) By agreement between the ACCC and the parties, the parties admitted the breach. The ACCC and the parties then came to a negotiated settlement of the matter. The matter was then brought before the Federal Court of Australia to, in practical terms, ratify the negotiated settlement. We selectively quote from Justice Bennett's Judgment, which was based on the agreement reached between the parties:-  
"Mr Erdmann ... did not know that those matters constituted a contravention of the code."

"Mr Whiting ... did not know that those matters constituted a contravention of the code."

"The Respondents have continued to fully co-operate with the ACCC during its investigation ..."

"The conduct ceased once the AKA became aware of the ACCC investigation and the possible contravention of the code ..."

"The conduct was not clandestine or covert .... The corporate respondents are run exclusively by persons without legal training who give their time for no remuneration to assist in the development of the kart racing sport."

"It is noteworthy that, in the present case, the participants were totally ignorant that their actions constituted contraventions of the code and thus they had no intention to contravene the code."

"The contravening conduct occurred as a result of ignorance of the prohibitions contained in the code."

"... the respondents and the other AKA clubs who were party to the understanding did not know that they were engaging in conduct in breach of the code."

"There is no suggestion that the respondents are likely to engage in the contravening conduct again."

"Engagement in the conduct was innocent."

2. The selective quotes in 1(d) above, clearly demonstrate the position adopted by the Court in ratifying the agreement.

3. The "officials" have not brought the sport into disrepute. The decision that led to the contravening conduct was made by the State Karting Council and not the "officials".

As to the State Karting Council bringing the sport into disrepute, there is no evidence to support that allegation. To suggest that an innocent breach of very complex legislation, in this instance, has brought the sport into disrepute, is not only asinine but vexatious.

4. The ACCC matter is a State matter and not a National matter. There is no evidence that the AKA (NSW) has breached the rules contained within the National Constitution nor has it offended the principles contained within the Statement of Purpose.
5. Those members of the Executive involved in the ACCC matter were acting in their capacity as members of the State Executive, not the National Executive.
6. The Code of Conduct is a National code to be applied in National matters not State matters.
7. The use of the words "Unless the code is applied diligently to everyone who is a signature [sic] to it than [sic] it should be removed, as it is worthless and makes everyone responsible for its application equally guilty for their failure to act." in the main speaks for itself. It is very difficult to take that statement seriously given the ignorance of the author and the clear lack of understanding that State matters and National matters are separate in circumstances where the provisions of the AKA Karting Manual have not been offended.
8. It may have been prudent for the author of agenda item 4 to have read and considered the words contained in the introduction to the AKA Code of Conduct prior to drafting agenda item 4.
9. With respect to the reference "the recent publicity (newsprint and other national TV media) [sic]" we note that we have not been briefed with tear sheets or tapes of the alleged "recent publicity". Notwithstanding, the writer is aware of an article published in Kart Magazine. That article inaccurately reported the situation and demonstrated a gross ignorance of the facts of the matter and a gross ignorance of the legal process.

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.

Craig Denton – spoke on the CIK budget and provided an update on where they are at present with sponsorship and promotion.

- NKC asked about the sale of engines and how many were left? Sale of engines figures is in the National office. There are still 14 engines available for sale.

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.

Moved QLD

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

No seconder motion lapsed

NKC to allow time for discussion on Governance at the June 2010 NKC meeting. Simon to prepare a document and distribute.

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.
- Explanation on this by the NKC in regards to the junior performance as this item was a discussion for quite a while.

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.**

Moved QLD  
To remove Rule 6.02 2  
Second: NSW  
LOST

Moved: QLD  
That the item be referred back to the Nationals Officials Committee Conference in June for discussion to review/ re word  
Second: NSW  
CARRIED

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.
- This is currently a work in progress with a number of items still to be finalised.
- The NKC agreed that rule 25.16 remains as is.

Item 10:  
Meeting 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

- NKC Discussed the way in which the recording of In Camera / Non Camera minutes. The current recording of non in camera minutes are as per Australian incorporations Act. In camera minutes are as per AKA policy.

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.
- Discussion that this should be looked into – AKA to look into the above name to find out if it is registered.

Moved: NT

The NKC request that Ed and Lee get together and put a promotion competition (with a prize) calling for a new trading name for the AKA. This to go out to the Clubs for karters to have input into.

Second: WA

CARRIED

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.

Moved: NSW

Rule 16.11(d)(3)

If a re-start is to be conducted over laps remaining, such a re-start is to be in single file **at a pace as directed by the Clerk of Course. The starter must allow all karts to be clear of the out-grid and in formation, if necessary allowing roll-up laps of the circuit, before the starter signifies the re-start of the race.**

Second: VIC

CARRIED      Effective Immediately.

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.

Moved: QLD

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

No seconder motion lapsed

**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.

Withdrawn

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.

le Sat complaint required at COB Tuesday following

Sunday complaint required at COB Wednesday following.

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

**Rule 7.14(vii) 2 Working Days (excluding Public Holiday) 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).**

Moved: NSW

7.14 The time limits for Complaints are as follows:

NATURE OF COMPLAINT		LATEST TIME FOR MAKING COMPLAINT
(i)	Validity of entry, Right to take part	2 Hours after end of time for scrutineering
(ii)	Handicap / Make up of heat Instructions to drivers or race	Half an hour before commencement of relevant heat
(iii)	Decision of Scrutineer	Immediately
(iv)	Anything happening during a race (ie. Between leaving the grid and returning to pit area)	Half an hour after returning to pit area
(v)	Decision of Technical Inspector	Half an hour after notification of decision
(vi)	Final results	Half an hour after announcement or display on the official notice board. Where results are notified by post or other means, 72 hours after results are transmitted.
(vii)	Any complaint concerning the actions of an official	A maximum of 2 working days (excluding public holidays) after the incident complained of.
(viii)	Any other situation	Half an Hour after the alleged situation occurred.
(ix)	Complaints laid by Officials of the Meeting shall not be subject to the time limits set out in previous parts of this rule, but must be lodged "where practical" prior to the expiration of the relevant meetings permit.	

Second: WA

CARRIED To be effective immediately

## General Items:

### Insurance Review

Clarification of Insurance specifications for Drivers and/or Volunteers with Trans-West.  
Reasoning behind Volunteers not covered for less than 2 weeks of injury.

- To be investigated by the National Treasurer and reported back to the NKC in June.

### Swipe Card

Issues at many tracks, especially at Scrutineering, that is usually some distance from Race Secretaries system access, that extra information on driver cannot 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

- The NKC felt that the extra information was not required to be included on the front of the smart card.

**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.

Moved: NSW

Acceptance of the request from TEKA to have the junior and Cadet practice divisions - at TEKA permitted events only.

Second: SA

CARRIED

**5. IKC Item**

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

Moved: NT

Chapter 46 to be removed from the AKA manual from 1<sup>st</sup> January 2011

Second: SA

CARRIED

**BRT Racing Item**

# BRTRACING

21 Faithfull Street  
RICHMOND NSW 2753

documents



ABN: 65 305 326 463

**Mobile: 0408674035**

**Email: wayne@brtracing.com.au**

---

**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

Dealt with earlier in the agenda.



**Australian Karting Association (NSW)**

**Inc**

**ABN 80 078 024 223**

PO Box 495 St Marys NSW 1790

02 9623 4351 - phone

02 9623 4376 - fax

[administration@akansw.asn.au](mailto:administration@akansw.asn.au) - email

[www.akansw.com.au](http://www.akansw.com.au) - website

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

NKC discussed item and felt that due to it being a promoters class the funds should come from the promoter.

- 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.

Discussion on why this is necessary – Safety aspect for the sport.

This is covered in the manual and if written into the sup regs then they are compulsory.

## 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.

National Technical Committee recommendation to the NKC that the rule to be left as it is with a discussion at the June conference.

Moved: VIC

The National Technical Committee to reword this rule to reflect that the choke shaft Butterfly to be non-tech.

Second: TAS

CARRIED

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.

National Technical Committee recommendation to the NKC that the rule to be left as it is with a discussion at the June conference.

Moved: VIC

Accept the National technical Committees request to discuss this at their June conference.

Second: TAS

CARRIED

1. **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.

Moved: SA

Second: NSW

CARRIED

## 10 Technical Matters

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.

Dealt with at a previous meeting.

2. National Technical Committee would like to have a clear direction from the NKC in regards to 4 stroke engines for sprint racing?
  - The NKC are working on this issue.
3. Report on the submissions from DPE - Comer - dealt with in agenda earlier. NTC is to come back to the NKC with re wording.
2. Technical issues that need addressing.

The technical committee recommended that at any AKAC tribunals of a technical nature is to have one of the State Technical Committee members as a tribune to clarify any technical rulings.

NKC recommend that either the National technical coordinator/technical committee member attend the tribunal to assist the AKA Prosecutor during a hearing.

Discussion on the AKAC tribunal outcomes and the findings of a recent tribunal were the appellant had won his appeal. The technical officers in attendance were informed on the night that the appeal was dismissed no other information was available. When the findings and outcome were released some weeks later it was stated that the part was only a small amount under therefore the finding going in favour of the competitor.

The findings/outcome of the tribunal should be given on the night to the appellant and to the AKA representatives so that should the AKA/State wish to appeal any findings it can be done.

**NKC Late Agenda Items:**

The NKC request that technical committee to rewrite the following items and present to the NKC in June.

1. Moved: SA  
Comer carby kit –should it be a non - tech item – NKC believe that the use of other carby kits should be able to be used.  
Second: WA  
CARRIED
  
2. Moved: SA  
Rule 25.01 g Bumper bars – this rule needs to be reworded – concerns on wording of “original manufacturer” this should be taken out and the NKC would like to see removed.  
NKC recommend the current new wording in the manual to - delete first sentence and re write second sentence  
Second: WA  
CARRIED
  
3. Moved: SA – Airbox – Clarification on whether a drain hole in the bottom is allowed to be covered? If this is allowed then a re word of the rule will be required.  
Second: WA  
CARRIED
  

Moved: SA – KIAA Airbox Flange – this to be reword in regards to the hole in the flange - so that it allows extra holes so that it maybe securely attached. This needs to be re worded to allow for extra holes.  
Second: WA  
CARRIED

4. Moved: SA  
Clarification on Damage ports – there is some concerns with this rule and NTC interpretation. Rule needs to be re worded with the inclusion of - “these are not allowed to be presented at a State and National championships. “ as we did not include this part.
  
4. Moved: SA  
That a memo be sent to the National Technical Committee in regards to Rule 25.26 “No internal inspection required, ie covers will not be removed and only external measurements and visual inspection taken.

At the SA state championships 2009 a competitor’s carby was dismantled.

5. Moved SA clarification on Rotax overflow bottle/s.

Discussion on other technical issues that the NKC believe needed to be looked into  
– the NKC will give a direction to the NTC on what is required.

Presentations:

Mr Rod Clarke from – Subaru KX21 Engine homologation presented a PowerPoint presentation on this engine. He wished to be able to homologate the engine and have approval to use it on AKA tracks for recreational purposes. He did not wish to have a class in the AKA structure at present.

NKC will discuss at the June NKC meeting on the structure for recreational use.  
Subaru to continue with the homologation process.

National Marketing - Ed Hauswirth presented a Market Analysis – National Marketing and Promotional report.

Moved: WA to go in camera @ 3.35PM  
Second: QLD

Moved: NSW  
Back into general meeting @ 5.25PM  
Second: QLD  
CARRIED

General Business:

1. AKASA – Dispensation

Mount Gambier Karting Club requested a dispensation from Rule 20.11a of the AKA Manual to run Rotax (only) Enduro over the Eastern Weekend.

Moved: SA

Dispensation approved for Mount Gambier Karting Club to run the Rotax endure (only) event.

Second: WA

CARRIED

It was felt that this application was not required to be put forward under the rules it can be done.

2. 2010 AKA Manual purchase

Moved SA

Insert into the 2010 manual in rule Chapter 2 – fees & in chapter 13 preamble.

**All licence holders MUST purchase an AKA manual (see state fee)**

Second: NSW

CARRIED           Effective Immediately.

3. State Stewards/Scrutineering Schools attendance.  
Stewards can attend a steward's school in any state regardless of what state they live in. Where ever they attend the school that state must notify the officials home state of his/her attendance and forward the signed officials wavier/stewards licence forms to the home state asap.
  
4. SQ racing representative spoke about some measurements in their Cheetah technical specifications that are incorrect – inside piston pin and also a repeat of a heading.

AKA to look into the specifications and get back to SQ.

5. Drugs in sport – update the current policy  
This is currently being worked on and a white paper will be presented to the NKC in June.

President thanked the delegates and co delegates for coming.

Meeting closed Saturday 5.50pm