



Australian Karting Association (NSW) Inc
State Karting Council Meeting
Panthers World of Entertainment
Mulgoa Road, Penrith
9:00 am to 5:00 pm Saturday 15th March 2008

STATE KARTING COUNCIL MEETING AGENDA

Item 1 - Confirmation of attendance, proxies and apologies

Motion: That the proxies, attendance and apologies be accepted.

Moved Seconded Voting Motion

Item 2 - Acceptance of digital recorder

Motion: That the digital recorder is accepted to assist with recording the minutes.

Moved Seconded Voting Motion

Item 3 - Open meeting to observers

Motion: That the meeting be open to observers except where it relates to legal matters.

Moved Seconded Voting Motion

Item 4 - Confirmation of the minutes of the October 2007 SKC Minutes

Recommendation: That the minutes be accepted.

Moved Seconded Voting Motion

Item 5 - REPORTS

Item 5a - President – Richard Erdmann

Item 5b – Vice-President & NKC Delegate – Bob Gallagher

Item 5c - Treasurer – Max Laybutt

Item 5d – Metro Committee Member – Simon Whiting

Item 5e – Country Committee Member – Wayne Robinson

Item 5f – Industry Member – Chris Dell



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Motion: Acceptance of all reports

Moved **Seconded** **Voting** **Motion**

Item 6 – Agenda Items

**Item 6a – Midget Engine Parity
Proposed by Combined**

To:
Combined District Kart Club
PO Box 608
St. Marys, N.S.W

RE: Item for Discussion at March, 2008 Committee Meeting

Title: Agenda Item for SKC - Midget Engine Parity

Dear CDKC Committee,

I request that the club seek urgent action in parity between engines in the Midget class.

With the changes to the Yamaha 100J restrictor to 13.5mm in 24/06/07 and the latter performance reduction to the Comer S80 in 1/1/09, a situation has arisen in which the AKA have no valid parity tests against the SW80 for these two engines in the Midget Class.

The 13.5 restrictor was arrived at in parity test against the 2007 specification Comer S80. The SW80 was parity tested against the 2007 Specification S80. Hence the situation has now developed where there is currently no valid parity data between any of the engines in the Midget class. Disparity in engine performance has clearly become major issue in 2008. Many Midget parents are extremely disillusioned with this present situation. A drastic reduction in Midget entries at meetings within the NSW Metro Areas is evident.



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I urge the club to seek the support of the SKC in establishing at the very least parity testing in the Midget class and correcting the current imbalance.

Yours Faithfully

Dennis Sandrone
CDKC Member

Motion:

Moved	Seconded	Voting	Motion
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Item 6b – Midget Engine Parity
Proposed by North Shore

NSKC has been approached by a number of disgruntled Midget competitors. The major complaint is the manner in which the recent changes have been made without consultation and the lack of adequate parity testing.

Most understand that changes were needed given the manufacturing demise of the Comer S-80, but are unhappy with the method implemented and the timing of the S-80 retirement.

The major complaint now is that the parity between the SW-80 and the J is poor.

Clubs are already seeing a definite drop off in Midget competitors as a result of these changes.

NSKC would like to see a program of parity testing to determine the size of the J restrictor. This testing needs to be performed under controlled circumstances by independent testers on at least three tracks of varying types (e.g. Wollongong, Eastern Creek and Newcastle).

This testing process should be completely transparent and the results reported entirely to the SKC PRIOR to any decisions being made.

Motion: NSKC moves that such testing be completed ASAP and the results reported to the SKC prior to end of April 2008.



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Moved Seconded Voting Motion

**Item 6c – Licence Dispensation
Proposed by Combined**

To the SKC of AKA NSW

I refer to the request from Michael Saller to able him to compete as a junior because of his physical Build.

The club understands Michaels predicament and the disadvantage he has and after studying the clubs records we feel Michael is capable as competing as junior and should be permitted to compete as junior.

His performance as a midget and a rookie confirms he has the experience and is capable of moving up.

Please give Michael the opportunity of moving up
Yours in Karting
Russell Grimson
R.A. Grimson
Secretary
Combined District Kart Club
And State Junior Development Officer

Email from Mark Saller
Dear Karen,

I am writing the AKA to have a look at our case.

My son Michael Saller is currently in Rookies but we are 19 kilos over.

He is currently 6 months away from moving up to Juniors on his 12th Birthday which is the 30th of August.

Michael has been racing since he was 7 years old and we have always had the issue of being over the weight.



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Michael also runs on the dirt which we are 24 kilos over.

I have a lot of people in the karting fraternity that feel that Michael is at a very big disadvantage and may lose interest in the sport and are strongly advising me to put him up into Juniors as they can see his potential.

I am only asking to move him up 6 months early so we can maximise the amount of time we are in Juniors at the correct weight and give him a far go.

The other issue we have is that his Rookie chassis is too small and we require a Junior chassis which will add more weight to the issue.

I look forward to your response.

Kind Regards
Mark Saller

Motion: Forward request to the National Karting Council.

Moved	Seconded	Voting	Motion
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Item 6d – Temporary Affiliation Suspension
Proposed by Executive

Club	Date	Reason
Canberra	29 th – 3 rd March 2008	Prokart Event

Motion: Dates noted by SKC.

Moved	Seconded	Voting	Motion
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Item 6e – Licence Discount for Active Officials
Proposed by Officials Panel

The Officials Panel recommends that active officials receive a discount when they renew their competition licences.



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Motion: Accept the recommendation from the Officials Panel.

Moved Seconded Voting Motion

Item 6f – Southern Junior Development Day
Proposed by Russell Grimson

Amendment to Junior Development Policy.

Motion: The southern Junior Development Day is to be held in the spring school holidays or on a Saturday of a spring term.

Moved Seconded Voting Motion

Item 7 – Discussion Items

Item 7a – Practice Permits
Proposed by Executive

Item 7b – Paperwork
Proposed by Executive

Item 7c – Incident Reporting
Proposed by Executive

Item 7d – Special Promotional Event
Proposed by Sydney Kart Racing Club
Promotional event at SKRC on the 3rd December 2008.

Email from Bob Baker – Sydney Kart Racing Club
Karen, The Sydney Kart Racing Club seek approval to hold a Promotional Race Meeting on the morning of December 3rd. This is a Wednesday and is to support the MS Society in conjunction with the V8 round at Oran Park. The meeting will start at 8.30am and finish at 1pm sharp. It will be a teams event with the V8 drivers participating. If you have any questions please let me know. Regards

Item 7e – Communications
Proposed by Executive



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Item 7f – Pit Crew Passes
Proposed by Executive

Item 7g – Come and Try Trailer
Proposed by Executive

Item 7h – 2008 PMC Sanctioned Events
Proposed by International Karting Distributors



IKD INVITES YOUR CLUB TO BE PART OF THE 2008 RMC

IKD as part of our re-structuring of Rotax racing in Australia has formulated a National Rotax Ranking. Events will be held all over Australia that are sanctioned by IKD as point scoring events towards the ranking. IKD will then take the results from these meetings to tabulate and publish the Rankings.

It is expected that each state will have a minimum of 10-12 race meetings per year that are sanctioned by IKD as eligible for National Rotax Ranking points with each persons highest 6 rounds counting towards their ranking in 2008.

Advantages of this system are:-

- Gives Australian Rotax drivers their best and fairest chance ever of competing at the Rotax World Final regardless of what state they are from
- Competitors are not locked into a particular series with fixed dates. If a competitor has a wedding or a family holiday planned, it is no problem because the system allows for it
- Competitors can race interstate if they choose but only a particular number of events can count towards their ranking. So the winner will not be the person who simply competes in more race meetings.



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- Provides incentive for competitors to race in order to improve and/or protect their ranking
- Provides incentive for new competitors when they first get published in the rankings



IKD will be publishing the list of sanctioned events monthly in Kart Media and relevant websites which we are confident will result in an increased number of Rotax entries for your club at the sanctioned event.

HOW DO YOU BE PART OF IT?

Simply fill in the form following and fax it to IKD on 1800 50 22 76

The only commitment on the part of the club is to the following:-

- Run Rotax as a stand-alone class on the MOJO D2 tyre for the sanctioned event
- Have a duly authorised officer of the club fill in the results form after the meeting and fax it to IKD within 7 days of the race meeting being completed

We would love your club to be part of this new innovative system and thank you for your continued support of Rotax racing in Australia.

Ian Black
IKD



APPLICATION FOR A SANCTIONED RMC EVENT IN 2008



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CLUB: _____

TRACK: _____

DATE OF EVENT: _____

NAME OF EVENT: _____

IS THIS EVENT PART OF ANOTHER SERIES: YES/NO
IF YES, NAME OF SERIES: _____ Round: _____

CLASSES THAT WILL BE OFFERED:

Junior Max	YES/NO
Rotax Light	YES/NO
Rotax Heavy	YES/NO

IS THERE ANYTHING UNIQUE ABOUT THIS EVENT OR SPECIAL
CONDITIONS FOR ROTAX CLASSES (eg longer final/extra heat etc) THAT WE
CAN USE TO HELP IN OUR PROMOTION OF THIS EVENT FOR YOU:

NAME OF PERSON FILLING IN THIS FORM _____

POSITION HELD WITHIN CLUB: _____

CONTACT PHONE NUMBER: _____

EMAIL ADDRESS: _____

FAX TO IKD ON 1800 50 22 76

Item 8 – Late Agenda Items

Item 8a – Midget Engine Parity
Proposed by Goulburn

Correspondence received from Neil Johnston



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The 13.5 restrictor was arrived at in parity test against the 2007 specification Comer S80. The SW80 was parity tested against the 2007 Specification S80. Hence the situation has now developed where there is currently no valid parity data between any of the engines in the Midget class. Disparity in engine performance has become major issue in 2008. Many Midget parents are extremely disillusioned with the present situation. A drastic reduction in Midget entries at meetings within the NSW Metro Areas is evident.

I also request that the eligibility date of 31 December 2008 be extended to 31 December 2010.

I urge the club to seek the support of the SKC in establishing parity testing in the Midget class and correcting the current imbalance.

Motion:

Moved	Seconded	Voting	Motion
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Item 8b – AKA Nassau Panel Stickers
Proposed by Central Coast Speedway Kart Club

CCSKC requests an exception for speedway from the compulsory use of the AKA Nassau Panel Stickers. The stickers have not trialled successfully on speedway due to the harsh environmental conditions of the sport. The continuation of this will result in significant cost to the AKA due to limited life span.

Motion: Forward agenda item 8b to National Office for inclusion in the April NKC Meeting agenda.



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Moved Seconded Voting Motion

Item 8c – Clutches for Speedway Clubman Classes
Proposed by Central Coast Speedway Kart Club

See correspondence attachment number 1

Central Coast requests that all Speedway Clubman classes be ruled exempt from the mandatory use of a clutch in 2009 and beyond.

Reason: Currently 99% of karters that race with us, use a 9 tooth front sprocket. We are told by the manufacturers that no clutch made can support the use of a 9 tooth sprocket. The minimum size is a 10 tooth. The use of a 10 tooth sprocket would increase the size of the rear sprocket; which in turn would cause the rear sprocket to contact the ground on the rough speedway tracks, and also constantly throw and break chains.

Motion: Forward agenda item 8c to National Office for inclusion in the April NKC Meeting agenda.

Moved Seconded Voting Motion

Item 8d – AKA43 Airboxes
Proposed by NSW Speedway & Central Coast Speedway Kart Clubs

Motion 1: That a full exemption be granted for all speedway karting classes from Rule 25.24(a) and 25.24 Part 1 – Specific (a).

Moved Seconded Voting Motion

Motion 2: (If motion 1 approved) Add as Rule 25.24 Part 2 (c). All speedway karting classes (per Chapter 48) may use any previously registered AKA Noise Induction Silencer per Chapter 25.24 (up to and including 2006 AKA Manual)

Moved Seconded Voting Motion

Item 8e – Calendar Change



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Proposed by Tamworth

Motion: TKRC requests to change their June 2008 race date from the 15th to the 22nd.

Moved Seconded Voting Motion

Item 8f – Loan Application
Proposed by Tamworth

TKRC will be submitting an application for a loan for track works.

Motion:

Moved Seconded Voting Motion

Item 8g – Term of Officials
Proposed by Tamworth

Recommendation to NKC that Clerk of Course and Chief Stewards currency remain for three years rather than having to upgrade annually.

Motion: Forward item 8g to the National Office for review by the NKC.

Moved Seconded Voting Motion

Item 8h – Loan Application
Proposed by Lismore

Lismore will be submitting an application for a loan for track works.

Motion:

Moved Seconded Voting Motion

Item 8i – Comer W80 with tuned exhaust for Rookies
Proposed by Canberra



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Canberra Club members are aware that the Comer W80 when sold in other countries comes standard with a tuned exhaust system and we believe it has performance similar to that of a Yamaha J with restrictor plate fitted.
Refer: <http://www.comer-topkart.it/intro.html>

We also believe that the Victorian Technical Committee has tested these engines with an AKA14 (standard J Exhaust Pipe) for comparison at Rookie level. Mr Kevin McKinnon was mentioned as the person that may have tested these engines previously.

The introduction of the Comer S80 to the Midget class has been recognised as the most successful introduction to Karting ever and has proven to be the ideal entry machine. The change from the S80 to the W80 due to the manufacturer now allows the AKA the opportunity to capitalise on the situation and consider the wider positives of continuing to use a W80 in Rookies.

The W80 would allow an engine to be used by a driver from Midgets to leaving Rookies, six years give or take a little at the very small cost of an exhaust pipe. This point alone may encourage more new starters to our sport and keep others from leaving.

With the urgent disparity issues with Midget engines now being addressed it would be timely to test or confirm previous testing of these engines with the aim of introducing them into Rookie Class ASAP.

Canberra Club propose that the SKC action this investigation as a priority and provide feedback as soon as available via our email system.

Motion: Forward item 8i to the National Office for review by the NKC.

Moved	Seconded	Voting	Motion
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Item 8j – Temporary Affiliation Suspension

Proposed by Canberra

Non AKA Events State Policy – Correspondence No. 2

Canberra Club believes the Temporary Affiliation Suspension period is excessive when our circuits are rented to others for One day but Affiliation is removed for



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Three days or a rental for two days results in Affiliation being withdrawn for Four Days.

Clubs should be allowed to raise funds from circuit hire without undue penalty to their members.

Motion: That the Temporary Affiliation Suspension period only cover the same period as any rental, from midnight to midnight on those days.

Moved **Seconded** **Voting** **Motion**

Item 8k – Licence Dispensation

Proposed by Port Macquarie

Correspondence No. 3 – Correspondence from Mr Buchanan

To the SKC this is a request for the licence of Brady Buchanan a rookie driver in our club to be upgraded before his birthday. Brady is 14kgs over in his class, but regularly attends meetings with only one or two in them. With the Junior Challenge at PMKRC there was 10 in the class and Brady was in the middle to back end of the field because of his weight. Brady is a good safe driver and has been driving for 4 years now and is showing great skills for his age. I as a CofC watch him drive in a field of 10 at the Junior Challenge and would be happy to see him move up in the junior classes ASAP to give him a fair chance in a weight class. Brady's licence number is N6012.

Thank you for taking the time to look at this case.

Motion: Forward request to the National Karting Council.

Moved **Seconded** **Voting** **Motion**

Item 8l – Technical Committee Conference Agenda Items

Proposed by State Technical Officer

Rule 25.17 Engines and Transmissions or Rule 25.27 Batteries
Add to rule - External starters to have dry or gel CEL batteries only.



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Reason: Safety issue if wet battery is leaking drivers may get acid in eyes on out grid sitting in kart when someone walks by holding starter.

Motion: Forward Item 8l to National Office for inclusion in the Technical Committee Conference Agenda.

Moved **Seconded** **Voting** **Motion**

Item 8m – Technical Committee Conference Agenda Items
Proposed by State Technical Officer

Rule 23.02 Bead Retention

Add to rule – Bead retention must be used in the following classes:

Open

All 125cc classes

Reason: As all these classes are using soft compound tyres at 10PSI or less (safety issue).

Motion: Forward Item 8m to National Office for inclusion in the Technical Committee Conference Agenda.

Moved **Seconded** **Voting** **Motion**

Item 8n – Technical Committee Conference Agenda Items
Proposed by State Technical Officer

Rule 26.01 CC Plugs

Add to rule – As per type 1, 2, 3, 4 to be stamped on plug.

Reason: Having CC plugs stamped 1, 2, 3, 4 makes it easy for admin to deliver correct plug to customers.

Motion: Forward Item 8n to National Office for inclusion in the Technical Committee Conference Agenda.

Moved **Seconded** **Voting** **Motion**