



Australian Karting Association (NSW) Inc
State Karting Council Meeting/Training Day
Panthers World of Entertainment
Mulgoa Road, Penrith
9:00am to 3.30pm Saturday 10th October 2009

STATE KARTING COUNCIL MEETING MINUTES

Item 1 - Confirmation of attendance, proxies and apologies

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

Proxies

Coffs Harbour Kart Racing Club
Forbes Kart Club
Grafton Sporting Car Club
Grenfell Kart Club
Sapphire Coast Kart Club
The Endurance Karting Association
Wagga & District Kart Racing Club

Carried By

Chairman
Dubbo Kart Club
Lismore Kart Club
Orange Kart Club
Goulburn Kart Club
Chairman
Griffith Kart Club

Attendance

Canberra Kart Racing Club
Central Coast Speedway Kart Club
Combined District Kart Club

Garry Pluis
Trish Maastricht
Lilian Stones
Graeme Abbott
Arthur Mortimer
Chris Tidyman
Kathy Spry
Graham Winnell
Max Thornhill
Russell Standing
Ross Robertson

Dubbo Kart Club
Goulburn Kart Club
Griffith Kart Club

Gunnedah Kart Club
Lismore Kart Club
Manning Valley Kart Club

Newcastle Kart Racing Club

Tony D'Annibale
Phil Naughton

North Shore Kart Club
NSW Speedway Kart Club
Orange Kart Club
Port Macquarie Kart Racing Club

Howard Whitehouse
Tony Johnson
Tony Agland
Tracy Stewart
Robert Brown
Peter O'Neill
Marta Laybutt
Paul Hull
Allan Savins
Tony Taylor

Sydney Kart Racing Club

Tamworth Kart Racing Club
Vintage and Historic Karts Australia
Wollongong Kart Racing Club



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President	Steve Southwell
Vice President & NKC Delegate	Richard Erdmann
Treasurer	Bob Gallagher
Committee Member Metro	Max Laybutt
Committee Member Country	Simon Whiting
State Secretary	Russell Grimson
Assistant Committee Member Country	Karen Newton
Clerk of Course Coordinator	Derek Ferry
	Steve King

Apologies

Assistant Clerk of Course Coordinator	Kim Freer
Stewards Coordinator	Judy Preen
State Technical Advisor	Les Allen
Tribunal Registrar	Ron Harradine
State Track Inspector	Tom Nipperess
Committee Industry Member	Chris Dell
Junior Development Officer Position 2	Tim Pauling
Eastern Creek Karts Pty Ltd	
Junior Development Officer Position 3	Jason Varley
Publicity Officer	Position Vacant
Assistant Technical Advisor	Position Vacant
Competitor Relations Officer	Position Vacant
Officials Publicity Officer	Warren Henry
Raleigh Sprint Kart Racing Club	
Speedway Track Inspector	Jeff Burton
Western Zone Track Inspector	Dick Catford

Observers

Josh Tomlins

Moved Port Macquarie

Seconded Canberra

Voting 24-0-0

Motion Carried

Item 2 - Acceptance of digital recorder

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



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Moved Newcastle
Seconded Sydney
Voting 24-0-0
Motion Carried

Item 3 - Open meeting to observers

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

Moved Canberra
Seconded Newcastle
Voting 24-0-0
Motion Carried

Item 4 - Confirmation of the July SKC/AGM Minutes

Recommendation: That the minutes be accepted.

Deferred to next SKC meeting.

Item 5 - REPORTS

Item 5a - President – Richard Erdmann

Verbal Report.

Discussion was held regarding the NSW State Championships.

Since our last meeting the National AGM occurred and we have a new National President from Victoria.

Discussion held in camera regarding the ACCC.

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

Verbal Report

At the National AGM the vote to progress Governance was lost.



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Discussion was then held on the way agenda items and voting will appear in future NKC meeting minutes.

I'm now part of the CIK Council.

As you know the NKC minutes are released and are on the National website or you can contact Karen and she will send you a copy.

Discussion was held regarding the Darwin conference.

AKA WA have formally asked AKA NSW if they will alter their date for the 2010 State Championships as WA will be holding theirs at their Cockburn Karting Track Karting track which is the track that the Nationals will be held at in 2011.

Steve King has been appointed NKC Co-Delegate for AKA NSW.

Item 5c - Treasurer – Max Laybutt

Verbal Report

The financials have been distributed and we are on budget. Two things that are interesting, on the participation graph currently we are sitting the second best since 2003-2004 and that is certainly on target and let's hope it continues. You will find on the licence number progressive scale that it is the best we have had since 2001-2002.

With the state championships we are all over and done with and the thing that amazed us is the lack of prior knowledge to work with. But I think the end result was good, we have everything documented for future clubs.

A huge thank you to Craig Wynn from Wollongong for his efforts leading up to the championships.

The whole event was taped by the Television Trainers and Operators College. One tape is an overview of the meeting and they also have a tape for each class start to finish. Those tapes will be available once they are converted to disc they are \$35.00 each and can be obtained through Allyson Sunderland at Wollongong Kart Racing Club.



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I presented the Cams report, this report is held in the State Office if Clubs would like a copy.

Discussion was held on insurance renewals.

Item 5d – Metro Committee Member – Simon Whiting

Verbal Report

On the national basis the Tyre Contract for the slick tyres are currently being tested under the tender and should be finished by the middle of this month, there is an NKC meeting on the 13th and 14th November where the decisions will be made on the slick racing tyres for the next three years.

The effort and work that Richard has put in on the National and ACCC basis has been exceptional and I would like to thank him for that.

Item 5e – Country Committee Member – Russell Grimson
Country Committee Member's Assistant – Derek Ferry

Verbal Report by Derek Ferry

We are coming to that time of year where all the series are being completed. Port Macquarie ran another successful Junior Challenge, Coffs held it's Yamaha once again, Tamworth has had the Alan Cox Cup, Gosford has run the Speedway State Title, Southern Zone has run its 6th and 7th round and is now gearing up for its final round at Dubbo in November. Manning Valley will be holding the David Hamnett Memorial in November.

The come and try trailer is moving up through the southern zone and has been quite successful. Sapphire have picked up five new members, Wagga has done the same and I would like to thank Gary Rapmund from Wagga for assisting us with maintenance on the karts. The trailer is moving to Grenfell, Griffith doesn't yet have any feedback on whether they have picked up new members.

Item 5f – Industry Member – Chris Dell

Apologies.



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Motion: Acceptance of all reports

Moved North Shore

Seconded Port Macquarie

Voting 24-0-0

Motion Carried

Item 6 – Election of Assistant Technical Officer

Official Position	Nominee	Nominating Club	Result
Assistant Technical Officer	Josh Tomlinson	Port Macquarie	Duly appointed
	Ian Saville	Sydney	
	Ian Saville	Wollongong	
	Max Thornhill	Tamworth	Nomination withdrawn

Resumes – See Correspondence No. 1

Item 7 – Agenda Items

**Item 7a – Temporary Affiliation Suspension
Proposed by Executive**

Club	Date	Reason
Canberra	10-13 th September 2009	Non AKA Event

Motion: Dates noted by SKC.

**Item 7b – Transponders
Proposed by Executive**

Discussion on the implementation of transponders into the card system as per correspondence received from the National Office and attached.

See correspondence No. 2

Motion: That this meeting supports the direction being taken in regard to transponders and that the financial responsibility sits with AKA National.

Moved North Shore



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Seconded Newcastle
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Motion Carried

**Item 7c – Submission of Supplementary Regulations prior to 30 days
Proposed by Clerk of Course Coordinator**

The submission of supplementary regulations prior to 30 days must be carried out on line with the new format. Penalty to increase for late submission to \$500.00 or 2nd offence permit refused.

Motion: The submission of supplementary regulations prior to 30 days must be carried out on line with the new format.

Penalty to increase for late submission:
1st offence, will be a written warning.
2nd offence, a monetary fine of \$500.00.
3rd offence, permit refused.

A state policy to be constructed and forwarded to the clubs.

Moved Sydney
Seconded Orange
Voting 23-1-0
Motion Carried

**Item 7d – Midget & Rookie Class
Proposed by Combined**



Combined District Kart Club Inc.



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PO Box 608
St Mary's NSW 1790
Ph - Fax: (02) 4773 8002
Track (02) 6351 4356
Email: cdkc.karts@bigpond.com
www.cdkc.com.au

AKA State Office
P O Box 495
St Marys NSW 1790
Attention: Karen Newton State Secretary

At a recent general club meeting of the Combined Districts Kart club the members voted in favour of submitting an agenda item to the State Council for the implementation of a new ruling for the Midget and Rookie classes.

Combined Districts would like the State Karting Council of NSW to consider an addition to the Rule 25.01 (g) Bumper Bars
That the mandatory use of a wide rear crash bars be used in the Midget and Rookie classes as of the 1st January 2010.

Reason: There have been several serious accidents recently involving Midgets and Rookies where the front nose cone has come in contact with the rear tyre forcing the kart to lift up into the air and in some cases flipping the kart and driver over.

So far there have been no serious injuries but let's not wait until one happens to address this issue.

Yours truly,
Lilian Stones
Secretary
CDKC

Motion: Forward correspondence to NKC with AKA NSW's support.

Moved Combined
Seconded Dubbo
Voting 24-0-0



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Motion Carried

Item 7e – AKA NSW Chaplin
Proposed by Executive

Motion: Create a new state officer position for NSW Chaplin and appoint Mr Howard Whitehouse.

A draft state policy to be constructed and be available prior to the next SKC Meeting.

Moved Sydney

Seconded Port Macquarie

Voting 24-0-0

Motion Carried

Item 7f – Chapter 51 Corrections – Endurance Karting
Proposed by Combined

CHAPTER 51 - ENDURANCE KARTING

Organising Club to submit Supplementary Regulations to the State Office for approval and for the issuing of a race permit.

51.01 Officials and Duties

For endurance karting:

Extra Essential Officials:

- (a) At each meeting there shall be at least one Pit Marshal appointed by the Clerk of the Course.
- (b) At each meeting, there shall be at least one Refueling Marshal appointed by the Clerk of the Course.
- (c) At each meeting Flag Marshals will be appointed by the Clerk of the Course.

51.02 Parc Ferme/Paddock

For endurance karting, designated pit crews **are** permitted in the pit area during racing.

51.03 Formulae

- a) "Sprint racing as per Class Specifications" with "endurance karting".



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b) Numbers not applicable to endurance karting (refer to 51.08.7); refer section 51.13.6 hereunder

51.04 Time For Practice

The Promoters (Club) must provide time for practice for all competitors on the day of competition or the day immediately prior to the event.

51.05 Change of Motors

10. Not applicable to endurance karting, the Honda GX200 or Briggs & Stratton Animal engines.

51.06 Introduction

An endurance karting event is a speed event conducted on a circuit with a sealed surface usually with a duration of not less than one hour.

51.07 Endurance Racing Competition Regulations

1. Team Registration

All drivers/teams in an event are required to submit a completed Race Entry form for the team prior to the nominated entry closing time as specified in the Supplementary Regulations for the event.

Teams may nominate a Team Name which may be a company, business or other name. This name must not be offensive to the public or other competitors.

2. Licences

Seniors and Juniors are not to mix as per the AKA Manual.

The minimum licence requirements for endurance racing are as follows:

Honda GX200 class – Provisional C Grade

Briggs & Stratton Animal class – B Grade (or subject to approval of the Committee)

'P' Plate drivers are to start at the rear of the grid in their own qualifying order.



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3. Required Number of Drivers

The minimum number of drivers that can be nominated for an event is as follows:

- 2 hours – Minimum 2 drivers
- 4 hours – Minimum 2 drivers
- 5 hours – Minimum 2 drivers
- 6 hours – Minimum 3 drivers
- 8 hours - Minimum 3 drivers
- 10 hours – Minimum 4 drivers
- 12 hours – Minimum 4 drivers
- 24 hours - Minimum 4 drivers

Once a race has commenced, there can be no change to the drivers nominated for that event. Cross entering of drivers between teams is not permitted.

4. Driving Limit

No driver is permitted to drive for more than 60 minutes without a driver change. A minimum break of at least 20 minutes must be taken in between driving stints. Minimum penalty for infringement: Computer lap penalty of 5 laps.

5. Compulsory Pit Stops

The number and format of compulsory pits stops required will be specified in the Supplementary Regulations for each event. As a minimum, each event is required to have the following minimum number of compulsory pits stops:

- 2 hour events – 4 pit stops (including the stop at the end of the event)
- 4 hour events – 8 pit stops (including the stop at the end of the event)
- 6 hour events – 10 pit stops (including the stop at the end of the event)
- 8 hour events – 12 pit stops (including the stop at the end of the event)
- 10 hour events – 14 pit stops (including the stop at the end of the event)
- 12 hour events – 15 pit stops (including the stop at the end of the event)
- 24 hour events – no minimum requirement

It is the responsibility of each team to monitor the number of pit stops. The electronic pit stop record is not available to teams.



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Stop/go or other penalties do not count as compulsory pit stops.

6. Timing and Lap Scoring

All timing and lap scoring will be by computer system using an electronic transponder system. Any driver, team member or pit crew attempting to interfere or tamper with this equipment will, along with the entire team, be excluded from the event and all entry fees will be forfeited. Apart from the designated official(s) no person is to touch the race computer.

It is the responsibility of the team to securely attach the transponder to the kart. If the transponder is dislocated or dislodged during the race, it is the team's responsibility to replace it. At the discretion of the Clerk of the Course, and taking into account the circumstances, time lost may be adjusted on the electronic timing system.

Transponders must be mounted on the inside of the left hand side pod with the leading edge of the transponder 250mm to the rear of the centre line of the front left hand stub axle measured when the front wheels are pointing straight ahead.

Should the timing system fail at any time for any reason whatsoever, the race will be red flagged and the race order for the restart or results will be as shown on the most recent printout or computer record.

Should a team's transponder fail, they will be credited with laps equivalent to time from the point at which the transponder ceased to function to the time they rejoin the race with a replacement transponder. The method for determining the number of laps to be credited will be to take an average lap time based on the team's performance immediately prior to the failure of the transponder. Pit or fuel stops will be taken into consideration when making such calculations. Laps will only be credited where the Clerk of the Course determines that there has been a genuine transponder failure. Note: If a battery was not sufficiently charged prior to the event by the competitor, this is not considered a genuine transponder failure and consequently any loss of laps and/or position as a result will remain.



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A team will not score any points if the kart does not cross the start/finish line at the completion of the event under its own power within two minutes of the chequered flag being waved to signal the completion of the event. This result will be recorded as a DNF (Did Not Finish).

A kart may NOT exit pit lane and return to the track after the chequered flag being waved to signal the completion of the event. This result will be recorded as a DNF (Did Not Finish).

7. Qualifying

Qualifying will usually be limited to a specified maximum number of laps during a qualifying period. Any team that exceeds the maximum number of laps permitted will start from the rear of the grid. If more than one team exceeds the maximum number of laps permitted, the last team to infringe will start from the rear of the field. Note: The “out” lap and “in” lap are included in the maximum number of laps allowed.

Alternate qualifying procedures may be advised by the Promoters (Club) prior to the event.

During qualifying, drivers should be particularly aware of other karts on the circuit. The Clerk of the Course may black flag drivers who are impeding the qualifying laps of other drivers.

Weaving to warm tyres during qualifying is NOT permitted.

Tyres used during qualifying must be used to commence the race unless the Clerk of the Course indicates that there has been a change in race conditions.



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51.08 Pit Area

The pit area is the area designated by the Clerk of the Course for driver changes.

Driver changes are not permitted in the refuelling or weighing area unless specifically permitted by the Clerk of the Course for a particular activity or event.

The Clerk of the Course may appoint a Pit Marshal(s) to control the pit area.

Competitors are required to obey the directions of the Pit Marshal(s) at all times.

Karts must be driven at a safe speed within the pit area (no more than 20 kilometres per hour). Pit speed limits are applied for safety reasons and will be strictly policed and enforced by the Clerk of the Course or Pit Marshal(s). A minimum time period may be specified for a kart to travel from the pit entry to the pit exit.

No mechanical repairs or tools are permitted in the pit area. The only work permitted on a kart in this area is chain lubrication, tyre pressure adjustment using a hand pump or air bottle and tyre pressure gauge or lead/ballast changes. Only tools required for lead/ballast changes are permitted in this area and all items must be removed to a safe location immediately after use. Any breach of this rule may incur a penalty of up to 5 laps for a first offence.

Any kart removed from the circuit for mechanical or damage repair **MUST** be inspected by the Scrutineer(s) or Clerk of Course who are to be satisfied the kart is safe prior to being permitted to re-enter the circuit.

Extreme care and caution should be exercised when rejoining the circuit from the pit lane. You should only rejoin the circuit when it is safe to do so or when instructed to do so by the Pit Marshal.



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Pit Area infringements may result in any of the following penalties: stop/go penalty, computer lap penalty or exclusion from the event.

During an event (including practice, qualifying and race) only the driver getting out of the kart, the driver getting into the kart and one pit crew are permitted in the pit area. Once a pit stop has been completed they are to leave the pit area immediately. One member of the team is permitted in the pit area to monitor the race and to signal the driver.

51.09 Minimum Weight and Weighing Procedures

1. Minimum Weight

The minimum weight of the kart, inclusive of driver, engines and engine oil shall not be less than 185 kilograms using the scales nominated by the Clerk of the Course at the event. Karts may be weighed at any time during qualifying, the race or at post race scrutineering at the discretion of the Clerk of the Course. Penalty for Infringement: 5 laps deducted for every kilogram or part thereof under the weight limit.

If a kart is underweight it will be required to be re-weighed once only. In this case the team requiring re-weighing will have to wait for any other teams waiting to use the scales.

2. Fixing of Ballast to the Kart

Ballast may be added to the kart but must be firmly attached with secure mechanical fixings. Any ballast carried in the seat or seat insert must be restrained by a method deemed acceptable by the Scrutineer(s). It is the team's



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responsibility to supply ballast if required. A team may be disqualified from the event if any ballast becomes dislodged during practice, qualifying or the race.

No divers belts or other methods of ballast are to be carried by drivers. It is a serious offence to have any ballast in a driver's clothing or on a driver's person.

3. Weighing Procedure

The standard weighing procedure will be as follows:

- The driver will bring the kart to the weighing area at a safe speed (no faster than walking pace).
- The driver will only proceed onto the scales when instructed to do so by the Weighing Marshal(s).
- Once the kart and driver have been weighed, the Weighing Marshal(s) will instruct them to move off the scales.
- The driver may not leave the weighing area until directed to do so by the Weighing Marshal(s).
- No contact is permitted between the driver and any other team member, pit crew or spectators.

4. Timing of Weighing

During the race, all weighing stops will be timed by the Weighing Marshal(s). The time period for weighing is to be stipulated by the Clerk of Course dependent on the circuit configuration and will be applied equally to all competitors.

5. Infringements

Weighing Area infringements, other than underweight, may result in any of the following penalties: stop/go penalty, computer lap penalty or exclusion from the activity or event.

51.10 Fuel and Refueling Procedures

1. Fuel



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Permitted fuel for practice, qualifying and endurance races will be premium unleaded petrol or unleaded petrol which is readily available to the general public. Competitors are to supply fuel for qualifying and racing sourced from approved suppliers. Fuel is to be provided to the designated official(s) at scrutineering in TEKA approved containers, clearly marked with team details for return. Competitor supplied fuel is for use in the common pool fuel supply used for qualifying and racing. Competitors must provide proof of approved fuel supply source with their race documentation.

2. Refueling Area

Refueling during qualifying and races must only take place in the designated refueling area. Smoking is forbidden in this area and admission is prohibited to all persons other than the Refueling Marshal(s) and the driver of the kart being refueled.

3. Access to Refueling Area

The refueling area will be opened approximately one hour after the commencement of the race and will remain open for the duration of the race EXCEPT during safety vehicle periods when the refueling area will be closed. Should a team wish to refuel during a safety vehicle period, they will be required to wait until racing resumes.

4. Refueling Marshal(s)



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Competitors are required to obey the directions of the Refueling Marshal(s) at all times.

5. Refueling Procedure

The standard refueling method will be as follows:

- The driver will bring the kart to the refueling area at a safe speed (no faster than walking pace).
- The driver will be responsible for switching off the engines before getting out of the kart.
- It is the driver's responsibility to activate the Electronic Fuel Timing System.
- The driver must then move away from the kart to the designated driver area or to an area as directed by the Refueling Marshal(s).
- The driver will at all times during the refueling process remain in the designated driver area.
- The driver may be required to hold and be prepared to use one of the refueling area fire extinguishers.
- The driver may only return to the kart when directed to do so by the Refueling Marshal(s).
- The Refueling Marshal(s) will replace the fuel cap(s) and restart the motors.
- The driver may not leave the refueling area until the Electronic Fuel Timing System light turns to Green or until directed to do so by the Refueling Marshal(s).
- No driver changes, mechanical or damage repairs, oiling of chains, etc may be carried out on the kart at any time whilst it is in the confines of the designated refueling area.
- No queue jumping is permitted in the refueling area unless directed by an official.
- Compulsory Fuel Marshall and Refueling Marshall must be present.
- The minimum number of refueling stops will be specified in the particular event Supplementary Regulations.

6. Timing of Refueling



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During the race, all refueling stops will be timed by the Refueling Marshal(s) or by an Electronic Fuel Timing System. The time period for refueling is one minute.

7. Fuel Cap(s)

Drivers are advised to check the tightness and security of fuel cap(s) prior to leaving the refueling area.

8. Safety

Refueling has the potential to be dangerous. Any driver, team member or pit crew which recklessly endangers themselves or anyone else during the refueling process may be excluded from the event.

51.11 Race Regulations

1. Starting Grid

All karts must be taken to the marshalling / dummy grid at least five minutes prior to the commencement of the race. The pit lane will close five minutes before the commencement of the race and any karts not on the grid will start from the pit lane. Note: This may mean that the "out" lap is not electronically recorded as a race lap. In this case, there will be no computer adjustment.

2. Race Start

Karts will do the number of warm-up laps as directed by the Clerk of the Course (normally two) and will then be directed to their grid positions on the completion of the final warm-up lap. The first warm-up lap is 'free', that is, weaving is permitted; the second warm-up lap is under starter's orders



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and no weaving is permitted. During the warm up laps, karts are to maintain grid position.

If grid position is 'lost' when leaving the dummy grid area or during roll up laps, the competitor may attempt to regain their qualifying position only if it is safe and possible. The start officials will direct karts to grid positions. Karts arriving late to the dummy grid area will start from the rear of the field. When all karts are in their grid positions the race start will be signaled.

If a competitor returns to the pit area during roll up laps, they must start from the pit exit under the direction of a race official after the commencement of the race proper.

3. Access to the Track

Unless authorised by the Clerk of the Course, apart from the driver, no team member, pit crew, spectator or other person is to access the track area during an activity or race.

4. Breakdown or Stoppage on the Circuit

Should a kart break down on the circuit the driver is permitted to carry out minor repairs to allow the kart to rejoin the race or to expedite the return of the kart to the pit area. Any repairs may only be effected by hand and no tools are permitted to be carried by the driver, on the kart or to be taken onto the circuit. No other team member may assist in any such repairs.

Repairs are only permitted once the kart and driver have been moved to a position of safety. Whilst in the confines of the track the driver must leave all protective clothing on including helmet, driving suit, boots and gloves.

Any kart breaking down on the circuit may be returned to the pit or paddock area for repair with the approval of, and under the supervision of an appropriate official. No member of the team or pit crew is permitted onto the



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circuit to work on or help retrieve the kart without the express permission of the Clerk of the Course.

Any kart damaged during racing must be returned to the paddock area for repair. It must not re-enter the circuit until an inspection has been completed by the Scrutineer(s) or Clerk of Course who are to be satisfied the kart is safe to re-enter the circuit. Karts must complete the race on two engines.

5. Safety Vehicle

A safety vehicle may be used from time to time to control the race under certain circumstances. Should the need to use the safety vehicle arise the following protocol should be observed.

A white board with the initials SK in black will be used to indicate a Full Course Caution. This indicates that a safety vehicle or slow vehicle is on the circuit or likely to enter the circuit. Competitors must slow down and maintain position. No overtaking is permitted.

In the event of a full course caution, where possible or safe, the safety vehicle will enter the circuit in front of the lead kart. If unable to enter the circuit in front of the lead kart, drivers will be waved past by the safety vehicle driver, Clerk of the Course or nominated official until the lead kart is behind the safety vehicle. Unless specifically instructed by the safety vehicle driver, Clerk of the Course or nominated official, under no circumstances do you overtake the safety vehicle. All karts must proceed in single file behind the safety vehicle.

Under a safety vehicle, karts should attempt to close up on the line of karts behind the safety kart and should not unfairly impede the progress of the kart behind. In these circumstances, the Clerk of the Course or



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nominated official may wave the kart behind through and may impose a stop/go penalty on the impeding kart.

As soon as a full course caution is instated, the Pit entry shall be closed to all karts. No pits stops are permitted until the field is stabilised behind the lead kart and the Pit entry is opened by the Clerk of the Course.

When the situation has been stabilized behind the safety vehicle, the Clerk of Course may open the pits for compulsory pit stops (excluding refueling), driver changes and / or repairs. Pit stops are then permitted whilst the safety vehicle is on the circuit however, you must rejoin the circuit at the end of the single file line behind the safety vehicle. Refueling is not permitted under a full course caution or safety vehicle period.

One lap prior to the safety vehicle leaving the circuit, the safety vehicle driver, Clerk of the Course or nominated official will indicate that there is one lap to go. Once the safety vehicle leaves the circuit, all karts must remain in single file and may only resume racing once your kart has crossed the start line. Minimum penalty for Infringement: Stop/go penalty.

6. Race Stoppage and Restart

In the event of a restart, the starting grid order will be as they were on the lap prior to the red flag being used to signal the race stoppage. Restarts will be single file rolling start and competitors will be given one warm up lap in single file grid order. Overtaking on the warm up lap is forbidden.

Once the lead kart has crossed the start line on the warm up lap, the race will be considered as restarted and any karts requiring entry to the pit area will be permitted to do so. Karts wanting to rejoin at this point can only do so once the last kart in the single file has gone past the pit lane exit on the warm up lap or once the last kart has gone past the pit lane exit on the



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first racing lap of the restart. (ie. you must rejoin at the rear of the field not the front).

During a race stoppage, karts may not be removed to the paddock area for mechanical or damage repairs. All karts shall remain in Parc Ferme area under the control of the officials. No work or re-fueling is permitted during this time.

7. Radio Equipment

Radio equipment that is able to access the race official's radio channels is not permitted in the pit / paddock area, the "out" grid or the "in" grid at any time during an event.

51.12 Offences and Penalties

1. Types of Penalties

The Clerk of the Course may impose any one or combination of the following penalties: reprimand; stop/go penalty (10 seconds to 5 minutes); computer lap penalty; place penalty; points penalty (event or championship); revision of grid position; exclusion of driver, team member or pit crew; exclusion from activity, event or championship; fine or suspension.

2. Stop/Go Penalty

In Endurance karting, a special flag (a green and red diagonal flag which will be unique for Endurance Karting) should be displayed together with a panel upon which the competitors' kart number is shown. This flag is used to signify that a stop/go penalty has been imposed on that competitor or team. When a competitor receives the special flag they are to immediately return to the pits next time he/she reaches it without impeding other competitors. The driver must complete the stop/go penalty together with any time penalty and can then rejoin the race. No driver change, refuelling, mechanical repairs, tyre pressuring or chain lubing etc is permitted during a stop/go penalty. At the completion of the driving stint, the driver must report to the Clerk of the Course or Steward immediately after returning to the Pit Area. Penalty for Infringement: An additional stop/go penalty.

3. Computer Lap Penalty



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The Clerk of the Course may impose a computer lap penalty in lieu of, or in addition to, a stop/go or other penalty. The computer lap penalty may be one or more laps.

4. Forfeiture of Entry Fees

In the event that a team is excluded from an event or from the championship, entry fees are forfeited.

5. Abuse, Threats or Assault - As per the AKA Manual

It shall be regarded as a serious offence for any driver, team member or pit crew to abuse, threaten or assault any official, member, competitor, other team member or other pit crew.

6. Responsibility of Driver, Team Member or Others

The driver and/or team shall be responsible for all acts or omissions on the part of a driver, team member, pit crew or any third party attached or associated with a driver or team, but each of these shall also be responsible for any infraction of these Rules and Regulations, Supplementary Regulations or instructions given by the Clerk of the Course or nominated officials.

51.13 Kart Specifications and Regulations

1. Tyres and Hubs

Permitted tyres are as follows:

- Dry - Dunlop SL1 or SL1A (Front: 10 x 4.50 x 5 – Rear: 11 x 7.10 x 5)
- Wet - Dunlop KT6-SLW1 (Front: 10 x 4.00 x 5 – Rear: 11 x 6.50 x 5)

Tyres must be marked by the Scrutineer(s) prior to qualifying.



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The number of sets of prescribed dry tyre and prescribed wet weather tyres allowable in an event will be specified in the supplementary regulations.

Rear hubs must not exceed 140mm in length. **Metal collars intended to prevent the axle moving laterally may be fitted to the rear axle, however these can be no more than 35mm wide each and there can be no more than 4 fitted to the axle and cannot be fitted adjacent to each other.**

2. Axle

The rear axle must be one piece, 30mm nominal diameter, solid magnetic material. Maximum overall length is 1100mm and maximum rear measurement outside to outside rim and tyre is 1400mm. Where axle keys are not the same length as the keyway, or there is a risk that the key may become dislodged, a hose clamp or other positive method of key retention is required.

Metal collars intended to prevent the axle moving laterally may be fitted to the rear axle adjacent to and inside the outside rear bearings, however these can be no more than 35mm wide and there can be no more than two fitted to the axle.

PVC or plastic sleeves fitted over the axle and intended to prevent the hub moving on the axle are permitted.

3. Sprockets



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Final drive sprockets are fixed at 66 teeth. Only one sprocket may be fitted to the rear axle for each engine. (For karts competing in the B & S 'Animal' class, see Clause 51.17, final drive sprocket to be 71 teeth, subject to homologation)

4. Clutches

All karts must be fitted with dry air cooled Noram GE20-219 centrifugal clutches. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engines speed. The Noram GE20-219 clutch sprocket has 20 teeth.

5. Rear Bumper Bars

An extended rear bumper is mandatory and must be securely attached in at least two separate mounting points across the chassis. The bumper can be made from metal or high impact plastic and must be of such a construction to withstand a substantial impact. In side view the bumper must be in vertical plane. The overall width of the bumper must not exceed the rear width of the kart at any time, however must at all times cover at least 50% of the width of the rear tyre.

6. Kart Numbers and Number Plates

The kart numbers must be clearly visible, of non-reflective material and at least 130mm high and 20mm wide; generally as per to Clause 25.13 of this AKA Manual, except as specified herein.

Number plates shall be coloured as follows:

Honda Class	Yellow background with Black number(s)
Briggs & Stratton Class	Red background with White number(s)
Division N	White background with Red number(s)

Numbers are required to be mounted on the side of the kart, together with the front NASA panel and on the rear.

Kart numbers are to be confirmed at time of entry.

Provisional Licence Holders must display a regulation red "P" on a white background on the rear of their helmet.

7. Steering



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For endurance karting solid plastic/nylon tie rods with a minimum outside diameter of 20mm and fitted with metal rose joint connectors are permitted.

51.14 Engine Specifications and Regulations – Honda Class

1. Engines

The only permitted twin power plants are standard 6.5hp Honda GX200 series QXU engines in as supplied condition from Honda MPE Australia or it's appointed agents. Note: Honda MPE Australia will admit no warranty claims on engines used in practice or racing.

Engines will be mounted on each side of the kart at the rear and drive the kart through chains.

2. Modifications

Modifications to engines are strictly limited to the following:

- Removal of the governor mechanism and oil switch. If the whole mechanism is removed, the holes in the crankcase must be sealed to prevent oil leakage.
- Fitting of alternative exhaust valves (Honda Part No. 14721-ZH8-810)
- Fitting of alternative valve springs (Honda Part No. 14751-ZH8-940 or 14751-ZE1-000)
- Fitting of alternative carburettor jets
Size 68 (Honda Part No. 99101-ZF5-0680)
Size 70 (Honda Part No. 99101-ZF5-0700)
Size 72 (Honda Part No. 99101-ZF5-0720)
Size 75 (Honda Part No. 99101-ZF5-0750)
- Substitution or complete removal of the air filter is permitted, however the outer air filter casing must remain as standard and in place. No modification to the outer air filter housing is permitted.
- The linkage connecting the throttle cables to the standard carburettor throttle arm is free and it is permitted to fit throttle return springs to each carburettor.
- Spark plugs and caps are free; however no spark enhancers or boosters are permitted.



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Apart from the modifications above, no engine parts other than genuine Honda parts, as specified for this engine type, may be used. Furthermore, it should be noted that the terms “standard” and “genuine” refer not only to the components used but also to the number used and the manner in which engines are assembled. Apart from the modifications specifically mentioned in these regulations, the engines should be completely standard and all components should remain in place unless it specifically states that you are allowed to remove them.

Reboring of the engine or regrinding of the crankshaft is not permitted. No sleeving or surface material change to the bore is permitted. No other metal removal from any component is permitted.

No polishing of the cylinder head, combustion area, inlet tract or exhaust port tract is permitted. Chemical agents must achieve carbon removal only. It would not be expected to see casting marks or imperfections removed.

Remote engine kill switches are permitted however the standard start/stop switch must be retained and must function independently of any remote engine kill switch.

3. Fuel System

The only permissible fuel tank shall be a central fuel tank with a maximum capacity of 9 litres. A fuel tank with a capacity greater than 7 litres must have a line clearly and permanently marked on the fuel tank by a scrutineer to indicate a 7 litre fuel level. Refer Rule 22.04.

When refuelling, it is not permitted to fill the fuel tank past the 7 litre mark. The tank may be fitted to the kart with a quick-change mechanism to allow



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for ease of refueling; any such quick-change mechanism must be to the acceptance of the scrutineers as to its safe installation / operation.

Pulse Pumps can be fitted using either the original hole used by the governors once they have been removed or by utilizing the inlet manifold. If via the inlet manifold, the fitting used must be a commercial off-the shelf product with no modifications and must protrude into the inlet port no less than 0.5mm, thus making de-burring unnecessary. If the port is modified in any other way the engine will not pass scrutineering.

4. Non Tech Items

- 1 Fuel Filter, Clamps, Pulse Line, Switches, Ancillary Mounts, Fasteners, Circlips, Washer, Bearings, Springs, Exhaust Support Brackets, Chain Guards, Chain Guard Brackets.
- 2 No alteration from the original manufacturer's specification is permitted to fit a non-tech item.
3. Addition fasteners or securing devices are non-tech items and may be fitted/added, to the Scrutineer(s) satisfaction.

51.15 Engine Scrutineering

Engine Scrutineers will be approved and appointed from time to time. Only approved Engine Scrutineers may inspect and seal engines. Engine Scrutineers may charge a fee for this service.

A list of currently approved Engine Scrutineers is available on request and is included in Appendix A, for those at the time of publication of this Manual.

The Engine Scrutineer will pay particular attention to the finish of all components to ensure that they match the standard unit. The Engine Scrutineer may check and compare any suspect component with a standard part as supplied by Honda MPE Australia. Checks and measurements may be carried out to ensure that tolerances are within those specified by Honda.



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Engines will be sealed by the Engine Sealer using lock wire and lead or plastic seals.

The Engine Sealer shall keep a record of the engine numbers of engines sealed for endurance karting events.

Engine seals will be inspected by the Scrutineer(s) prior to each event. It is the teams responsibility to ensure that engine seals are intact and in place. If a seal is broken the engine must be represented to the Engine Scrutineer for inspection and sealing. No engine inspections or sealing will be available at events unless specifically requested or approved by the organiser or the Engine Sealer.

At the conclusion of an event, the organizers reserve the right to inspect any kart in any way to satisfy compliance with these specifications. At the conclusion of an event, the organiser reserves the right to take away any engine or engines for inspection and/or dynamometer testing if they wish. If any infringement is found to exist the team will be liable for any inspection fee.

51.15 APPENDIX A – APPROVED HONDA ENGINE SCUTINEERS
(as at time of publication)

Unanderra Mowers
51 Princes Highway
Unanderra NSW 2525
Contact: Tom
Bus: 02 4271 1340
Fax: 02 4271 2121

Norwest Mowers
Unit 3, 1 Forge Street
Blacktown NSW
Contact: Kevin Williams
Bus: 02 9622 5285

51.16 Engine Specifications and Regulations – Briggs & Stratton Class

The only eligible engine is the Briggs and Stratton Animal, Model 124332.8003.01.

For use in events conducted by TEKA, every engine must have the Official TEKA seal on the crankcase and also on the cylinder head. Each engine



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will be delivered from TEKA with its own engine IDENTITY Log Book and TEKA serial number

Only Authorised TEKA engine sealers and Authorized Service Centres for Briggs and Stratton motorsport products are allowed to seal engines after carefully checking the engine according to the Technical Specification for the Briggs and Stratton Animal engine type. Special TEKA seals must be used. A record of any and all repairs / rebuilds to all motors is to be entered into the log book, signed, dated and stamped by the authorised service centre or TEKA engine sealer.

A list of Authorised Briggs & Stratton Service Centres is set out at Clause 51.16.4.

At race scrutineering, the driver is to present the engine with an undamaged seal and the engine with log book, showing the matching engine serial number, seal number, stamp and signature of the authorised TEKA engine sealer, who sealed the engine. This procedure helps to reduce scrutineering times at races, nevertheless in the case of a protest, it is possible for the scrutineers to open and check the engines before or after the race. Any post race scrutineering will be in accordance with this clause 51.16.

After checking the engines step by step to ensure it is in accordance with the Technical Specifications hereunder, the AKA Technical team and in conjunction with the staff of the Authorized Service Centre or TEKA engine sealer will reseal the engine.

Only genuine Briggs and Stratton components that are specifically designed and supplied for the Animal engine are permitted, unless otherwise specified. Neither the engine nor any of its ancillaries may be modified in any way. '**Modified**' is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the complete engine assembly unless specifically allowed within these rules. .

Internal additions: no additional material may be added except in the case of engine repairs and shall only restore the engine or components to original specifications.

- The use of thermal barrier coatings/ceramic coatings on or in the engine and on or in the exhaust system is prohibited.



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- The use of anti-friction coatings in or on the engine/engine components is prohibited.

Permitted additions: Chain guard, engine mount, and tachometer/hour meter, inline fuel filter, catch can mounting brackets and mounting brackets, within the limits specified in this document.

Non-tech items: non-original fasteners, circlips, washers, throttle cable and housing,

Fuel and pulse line (type and size) are allowed unless otherwise specified.

Shrouds: Flywheel shrouds must not be altered in any way to alter the airflow or change appearance.

Switch: The ignition kill switch may NOT be removed and must function. Remote engine kill switches are permitted however the standard kill switch must be retained and must function independently of any remote engine kill switch.

Cooling Fan: The only fan that is allowed is as stock and unaltered.

Valve Springs: Valve springs may not be heated and or stretched. Shimming is not permitted. The springs must be a Briggs and Stratton part No.26820

Bearings: Main bearings must remain as a press fit in the block after the engine has attained ambient atmospheric temperature. Loctite type compounds, pocket dimpling/knurling or any other form of retaining devices are NOT permitted. Main bearings must be standard, unaltered, genuine Briggs and Stratton parts manufactured and listed for the Animal engine.

Block. Block must be an original Briggs and Stratton Animal part No 555687. Block must be in original cast condition. Welding to repair cracks or breakage is allowed only in areas where the affected portion does not require re-machining and not in an area where the welding may be construed as a performance gain.

Cylinder Head: No alteration, modification is permitted to the head or head gasket surface. Valve seats may not be re-seated shallower in the head. The entire inlet and exhaust tract surfaces must remain STOCK. Thread saving devices in the spark plug hole are permitted but must be installed so that the combustion chamber volume test will be the same as with the original thread.



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Head Gasket: Head gasket may not be altered in any way.

Valve Cover Gasket: Stock valve cover gasket must be OEM as supplied by Briggs & Stratton.

Valves: Valves must not be altered, polished, lightened, welded, grazed, or machined in any way. The original valve set angle must be maintained. The valve guides may be replaced as a means of repair but must be retained to standard dimensions. Lapping of valves / seats is permitted subject to the above limitations.

Piston and Rings: Re-sizing, knurling, or lightening of pistons is not permitted. The use of piston button or buttons is not permitted.

Coating of pistons is not permitted. Anodizing of a piston is not permitted. All three piston rings must be used, installed correctly, with the identification marks toward the head. Ring tension may not be changed by heating or other means. Ring gaps are not subject to technical inspection. The ends of each piston ring may only be altered in a way that appears to be the same as a known, stock, unaltered, ring for the engine. The piston oil control ring (third ring) may only be OEM rings, appropriate for the engine.

Camshaft: No alteration, additions, removal of material, modifications or machining of any kind is permitted.

Crankshaft Gear: The crankshaft gear can not be rotated to change the camshaft timing on this engine.

Flywheel: Must be stock and unaltered.

Shrouds: The cooling shrouds must be present and unmodified.

Ignition: Only OEM parts are permitted. Ignition timing can not be altered from stock. Coil mounts are not to be modified in any way so as to change ignition timing.

Spark Plugs: Spark plugs, leads and caps are free; however the plug reach is to be 19mm with 19.2mm being a maximum, measured from the upper gasket surface of the spark plug to the parallel lower squared edge of the threaded portion of the plug. No spark enhancers or boosters are permitted.

Carburettor: No alteration, modification, or machining of ANY kind is permitted of ANY part of the carburettor, unless specifically stated in this



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document. The choke assembly and all components must remain completely intact and stock.

The air filter is free. The air filter must be attached directly to the original air intake bell of the standard Briggs & Stratton carburettor. Welding and bracing of the inlet manifold is permitted provided that overall dimensions and location must be as per original, nor modified in any other way, nor may any material be removed from the inlet manifold in the process.

Fuel Systems: Pulse Pumps can be fitted using either the original hole used by the governors or by utilising the oil filler cap or the inlet manifold. If via the inlet manifold, the fitting used must be a commercial off-the shelf product with no modifications and must protrude into the inlet port no less than 0.5mm, thus making de-burring unnecessary. If the port is modified in any other way the engine will not pass scrutineering. No electric fuel pumps are permitted.

Spark Plug Gasket: A gasket and or a temperature gauge sensor must be installed under the upper surface of the plug. The height or thickness of the gasket or sensor must be greater than 0.1mm.

Clutches: All karts must be fitted with dry air cooled Noram GE20-219 centrifugal clutches. Clutches will be used to transmit the drive with a maximum engagement speed of not more than 2,500 rpm engines speed. The Noram GE20-219 clutch sprocket has 20 teeth.

The final drive sprocket for use in the 'Animal' class is fixed at 71 teeth.

51.16.1 ENGINE TECHNICAL SPECIFICATIONS

Bore: Maximum bore is 68.3mm

Stroke: Maximum stroke 27.9mm

Valves: Intake & exhaust valve length = 85.65mm + or - .25mm; Single angle cut **Intake Valve:** Head diameter = 26.8mm 'no-go', 27.05mm 'must-go'

Valve dish: 2.51mm to 3.01mm.

Height from angle of valve face to top of valve = 1.45mm 45 degree cut

Exhaust Valve: Head diameter = 23.75mm 'no-go' to 24mm 'must-go'

Valve dish = 2.15mm to 2.65mm

Height from angle of valve face to top of valve = 1.5mm



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Valve Springs: Intake and exhaust valve spring maximum length = 23.65mm 'no-go', Wire diameter (measured in 3 places) 2.6mm – 2.7mm
I.D. of spring 15.65mm minimum to 16.1mm maximum

Valve Seats: Intake seat I.D. = 24.55mm must-go to 24.7mm no-go
Exhaust seat I.D. = 21.45mm must-go to 21.6mm no-go
Seat angles: 45 degrees, single angle cut.

Valve Lifters: Head = 20.8mm no-go to 21.85mm must-go
length = 38.5mm no-go to 38.75mm must-go.

Push Rod: 4.7mm– 4.8mm diameter; 143.2mm –143.6mm length

Connecting Rod: Length between axes = 83.5mm

Length from bottom of wrist pin to top of crankshaft journal = 61.45mm
minimum to 61.7mm maximum

Crankshaft: Main journal diameter: 27.8mm to 27.95mm

Cylinder Head: Depth of head at shallow part of head = 0.3mm minimum.
The measurement on the shallow side of the combustion chamber is taken with a depth gauge on the push rod side of an imaginary line drawn from dowel pin to dowel pin on the valve side of the dowel. It is also taken over the spark plug area.

Depth at floor of head = 8.1mm minimum.

Depth to top of valve seat = 9.15mm maximum to 8.5mm minimum

Head thickness measured from head gasket surface to head plate gasket surface = 61.5mm (measured in four places through valve guides and push rod holes).

Width of combustion chamber at the widest part across the valve seat area 67.05mm no-go at a depth of 5.1mm in the combustion chamber.
Cylinder head combustion chamber volume is 28.5cc

Piston Rings: 2 compression and one oil ring used

Compression ring minimum width = 2.4mm

Compression ring thickness = 1.5mm to 1.65mm

Oil ring minimum width = 1.65mm

Oil ring thickness = 2.5mm to 2.6mm; Oil ring expander must be installed.

Piston: Minimum piston length =44.9mm



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Measurement from top of piston to wrist pin bore (on circlip side of piston)
= 16.7mm

Camshaft: Camshaft must be unaltered Briggs & Stratton and to the standard specifications as provided by Briggs & Stratton.

51.16.2 EXHAUST SYSTEM

Complete exhaust manifold and muffler assembly must be as homologated and as supplied by TEKA with all motors. All mufflers shall be tagged, stamped or engraved with TEKA permanent **identification** by TEKA. Muffler mountings and bolts are 'free'.

51.16.3 SCRUTINEERING PROCESS

(a) Pre-Race Scrutineering

TEKA Engine Log Books, one for each engine, must be presented at Pre-Race Scrutineering and when requested by AKA Scrutineers.

(b) Rebuilding & Resealing

B&S Animal engines can be taken to an engine builder and rebuilt to standard specifications. Full AKA homologated B&S Animal specifications are available on the TEKA website. TEKA currently have (3) nominated B&S Motorsport Dealers that are fully equipped to rebuild, service and seal Animal engines. Contact details are available on the TEKA website. Engine Builders are required to fill out the service part of the Engine Log Book, including the type of service performed and any parts required. Engine Builder contact details must also be added to Log Books as part of its service. It is the competitor's responsibility to insure that Engine Log Books are filled out correctly.

Only a TEKA sanctioned Engine Sealer or nominated B&S Motorsport Dealer may seal your Animal engine. To ensure fairness for all competitors and engine sealer may NEVER drive or compete in a kart that has been sealed by them. Furthermore no Animal engines can be sealed by the same Engines Sealer more than (2) consecutive times.

(c) Post-Race Inspection

As per AKA rule 51.15, TEKA reserves the right to take away and inspect any Animal engines at the completion of an event. Competitors are advised to carry their original B&S engine boxes to race meeting to assist



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TEKA with transportation. Engines impounded by the scrutineers will be placed into the transport box, the box sealed until ready for off-site inspection in accordance with AKA processes. The corresponding Engine Log Book must accompany each engine as part of the technical inspection process. Competitors will receive a receipt for each engine taken and advised of a time and place to attend the technical engine inspection.

After an engine passes inspection - unless otherwise agreed with the competitor - engines will be returned re-sealed at no cost to the competitor. Inspection details and new seal numbers are recorded into the Engine Log Book.

Note: Mandatory TEKA technical inspections and subsequent re-sealing does not reset an engine's consecutive engine sealing count.

(d) Anomalies

In the event that an engine is deemed to be illegal the competitor will be disqualified from the event. The AKA Technical Scrutineers decision is final. If an engine is deemed by the scrutineers to be illegal, all costs incurred in the inspection are to the account of the competitor. The so deemed illegal motor will be returned to the competitor unassembled and may be returned for re-scrutineering and certification after any illegalities have been corrected.



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51.16.4 APPROVED BRIGGS & STRATTON MOTORSPORT DEALERS FOR TEKA SEALING

The following Briggs & Stratton Dealers are authorised to carry out sealing of motors in accordance with this chapter:

Norwest Mowers Unit 3, 1 Forge St. Blacktown, 2148 Ph: 02 9622 5285 Contact: Kevin Williams	Fitzgerald Motors 9 Fitzgerald St. Windsor, 2756 Ph: 02 4577 3401 Contact: Murray Hayes	Unanderra Mower Centre 51 Princes Hwy. Unanderra, 2526 Ph: 02 4271 1340 Contact: Tom Hamilton
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Motion: Forward to the NKC for ratification.

Moved Dubbo
Seconded Sydney
Voting 23-0-1
Motion Carried

**Item 7g – Licence Dispensation
Proposed by Canberra**

Motion: Canberra Club requests that Shae Plus be allowed to remain in Junior Class into 2010.

The reason being based on age and class weight requirements. To compete in Senior classes Shae's kart will need to have at least 20Kg (approx) of lead attached and in a sport based on weight for age we believe this to be excessive for small framed drivers, especially when involved in racing accidents.

Forward to NKC for clarification.

**Item 7h – TDF Loan Application
Proposed by Newcastle**

See Correspondence No. 4.

Motion: Increase existing loan by \$15,000.00, to provide an additional track layout for NKRC and visitor AKA licence holders.



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Moved North Shore
Seconded Dubbo
Voting 23-0-1
Motion Carried

Item 7i – TAG 125 Class Tyres
Proposed by Gunnedah

The Tamworth Kart Racing Club is suggesting Rule-44.05, Regarding the tyre used for TAG 125 class, be Changed to the same tyre used in TAG 125 Restricted class. (what ever that tyre may be after the tyre contract's have been decided)

Our reason for this is- We have found at our club and most regional clubs that TAG 125 is virtually dead in the water. We feel if these two classes were to run on the same tyre it would encourage the natural progression of the new driver, once he has gained enough experience, to move onto the next level with minimal cost and kart set up. This would hopefully give us more drivers in the TAG 125 class and also leaving the TAG 125 Restricted class as it was intended, for the new drivers, instead of having experienced drivers "degrading their licence" to race in this class.

Motion: Not seconded.

Item 8 – Discussion Items

Item 8a – 2010 Calendar
Proposed by State Office

The Delegates to discuss date clashes with other clubs, so the calendar can be finalised and forwarded to National Office.

Final calendar needs to be submitted to National by the 23rd October 2009.

Item 8b – Review of State Policies (carried over from July 09)

Current State Policies distributed on CD to clubs by post on 17th June 2009.

Sydney Kart Racing Club to review and report back to the State Office. Clubs can put forward amendments for the next SKC meeting.



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Agenda item remains open.

Will be reviewed at the next SKC meeting

Item 8c – Patron of Karting (carried over from July 09)

Proposed by SKC

Update from the committee.

Email to be distributed to the clubs for their feedback. To be relisted at next SKC meeting.

Item 8d – State Championships Policy (carried over from July 09)

Proposed by Executive

Possible formation of a committee to formulate a State Championships state policy, this to be done in conjunction with outcomes from 2009 State Championships.

Committee Appointed:

Officials Panel Representative – Steve King

Executive Representative – Derek Ferry

State Karting Council Representative – Tracy Stewart

2009 State Championship Representative – TBA by the 2009 State Championship Committee.

Item 8e – Club Membership

Discussion held on club membership being included in licence fees. The membership would then be remitted back to the clubs.

Reason: So the licence application can be done completely on line.

Each club to forward their membership structures to the State Office and Max will enter them on a spreadsheet which will be distributed to the clubs for their consideration of a common system.

Clubs to look at accepting that club membership is done in conjunction with licence renewals.

Item 8f – National Accounts

Proposed by North Shore



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NorthShoreKartClub

Issues to be raised at SKC meeting 10th October 2009

Good afternoon Karen,

The Committee of North Shore Kart Club have asked for the following matters to be raised at the SKC Meeting on 10th October.

1. In the accounts of the "Australian Karting Association Inc." 30th June 2009 Note 32 Loans Receivable St George Kart Centre \$237,000.00, could the NSW delegate advise us:-
 - a) When was this loan approved and are there any minutes reflecting this approval.
 - b) What security is held for this loan.
 - c) What are the repayment terms of this loan.
 - d) Do we have legal opinion (in writing) that this loan does not contravene our constitution.
 - e) How was this loan seen to be in the best interests of the AKA.

2. What is the procedure in place to allow SKC delegates to direct our NKC delegate how we want him to vote. If matters are discussed "in camera" or are last minute agenda items, and then voted on, how can our NKC delegate know the wishes of the SKC delegates.

Thank you,
Howard Whitehouse
SKC Delegate for North Shore Kart Club.

The solicitors, the auditor and the NKC Delegates made the decision and it is clearly listed in the audited accounts.

**Item 8g – Neck Braces
Proposed by Combined**



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The Combined Districts Kart Club would like the SKC and their club members to consider the following issue.

"The compulsory use of neck braces be introduced to all junior classes."

This is for discussion only at this meeting as we realise this is very late.

The issue of children's safety in our sport is increasingly coming to the fore as recent events have proven.

Perhaps now is the time to take stock of safety apparel.

There are a number of different types of neck braces on the market both here and overseas so it would be our recommendation that the NKC *NOT* specify any particular type.

Our recommendation into the rule book would be "a minimum requirement of a foam horseshoe neck collar" (these are the cheapest and most accessible on the market). Parents can then make their own choice as to which they purchase.

We do realise that everything we discuss these days amounts to more expense for our competitors but we do not believe you can put a price on any child's safety.

Rule 14.08 states that it is strongly recommended that all drivers wear a Neck Brace. Delegates to discuss with their clubs.

Item 9 – General Business

GB 1 – NSW Medical Officer

Max Laybutt

AKA NSW to approach Dr Cranswick to see if he would be available to be the AKA NSW Medical Officer.

GB 2 – Transponders

Max Laybutt

The system will be tested on the 8th November at Orange.

GB 3 – Presidents Resignation

Richard Erdmann

As of today I am tendering my resignation to the state presidency. I do apologise, I made a commitment at the AGM and I thank all of the people who



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supported me and assisted me over the years. I thank this council for its support but I have come to the decision that it is time to finish.

Whomever takes up the role I will gladly assist them in transitioning into the role and I will make sure that the few things that are still on the plate I will see them through.

Thank you all.

Meeting closed 3.30pm.