



**Australian Karting Association (NSW) Inc**  
**State Karting Council Meeting/Training Day Minutes**  
Panthers World of Entertainment  
Mulgoa Road, Penrith  
9:00 am to 3:00 pm Saturday 18<sup>th</sup> October 2008

**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  
Grafton Sporting Car Club  
Griffith Kart Club  
Gunnedah Kart Club  
Lismore Kart Club  
Manning Valley Kart Club  
North Shore Kart Club  
Port Macquarie Kart Racing Club  
Sapphire Coast Kart Club  
The Endurance Karting Association  
Wagga & District Kart Racing Club

**Carried By**

Chairman  
Sydney Kart Racing Club  
Chairman  
Tamworth Kart Club  
Chairman  
Newcastle Kart Racing Club  
Combined District Kart Club  
Chairman  
Chairman  
Chairman  
Dubbo Kart Club

**Attendance**

Canberra Kart Racing Club  
Central Coast Speedway Kart Club

Combined District Kart Club

Dubbo Kart Club  
Forbes Kart Club  
Goulburn Kart Club  
Grenfell Kart Club  
Newcastle Kart Racing Club  
NSW Speedway Kart Club  
Orange Kart Club

Sydney Kart Racing Club

Tamworth Kart Racing Club

Vintage and Historic Karts Australia  
Wollongong Kart Racing Club

President

Peter Thomas  
Trish Maastricht  
Victor Maastricht  
Bob Blackman  
Paul Guintini  
Arthur Mortimer  
Kevin Tough  
Chris Tidyman  
George Thompson  
Derek Ferry  
Tony Johnson  
Tony Agland  
Ray Hallett  
Marta Laybutt  
Barry Waters  
Paul Hull  
Max Thornhill  
Allan Savins  
Jeff Tresidder  
Craig Wynn  
Richard Erdmann



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Vice President & NKC Delegate	Bob Gallagher
Treasurer	Max Laybutt
Committee Member Metro	Simon Whiting
State Secretary	Karen Newton
Clerk of Course Coordinator	Steve King
Assistant Clerk of Course Coordinator	Kim Freer
Assistant Technical Advisor	Les Allen
Tribunal Registrar	Ron Harradine

**Apologies**

Committee Member Country	Russell Grimson
Committee Industry Member	Chris Dell
Competitor Relations Officer	Terry Conlon
Eastern Creek Karts Pty Ltd	
Junior Development Officer Position 2	Troy Hunt
Publicity Officer	Position Vacant
Northern Track Inspector	Tracy Stewart
Officials Publicity Officer	Warren Henry
Raleigh Sprint Kart Racing Club	
Stewards Coordinator	Judy Preen
Speedway Track Inspector	Jeff Burton
State Technical Advisor	Trevor White
State Track Inspector	Tom Nipperess
Western Zone Track Inspector	Dick Catford
Ulladulla Districts Kart Club	

**Moved** Manning Valley

**Seconded** Goulburn

**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.

**Moved** Wollongong

**Seconded** Sydney

**Voting** 24-0-0

**Motion** Carried



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**Item 3 - Open meeting to observers**

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

**Moved** Newcastle

**Seconded** Wollongong

**Voting** 24-0-0

**Motion** Carried

**Item 4 - Confirmation of the July 2008 SKC/AGM Minutes**

**Recommendation:** That the minutes be accepted.

**Moved** Newcastle

**Seconded** Sydney

**Voting** 23-1-0

Noted that Canberra didn't believe that the minutes reflected the discussion of 12c.

**Motion** Carried

**Item 5 - REPORTS**

**Item 5a - President – Richard Erdmann**

Since our last meeting Prokart put in a complaint to the ACCC. We provided the ACCC any or all information that they have requested. That was done some weeks ago and we haven't heard anything back at this point. We will keep you informed on that situation as it transpires.

Earlier we issued a circular for the clubs that they shouldn't really be renting or leasing their circuits for karting competition because the matter was before the ACCC. As we have indicated to clubs before, they have the right to rent their venues at any time they wish, it is their prerogative. If there is any confusion, we must remember that the State Karting Council cannot dictate it can only recommend to the Clubs. If there was any misunderstanding at the last meeting it is clarified now. At this point in time we have no directives from the ACCC we are awaiting to hear from them as to what they deem and that will be passed on to all the clubs when it is available.



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We have been a little bit behind in the office and the Executive apologies for any lateness of documentation that has been getting out to you or if you haven't been responded to in a timely fashion.

The State Championships were very successful the working between the State and the Club went extremely well. There were 372 entries for 13 classes; it was the best supported championship in probably the past 10 years nationally. We have had State Championships where we have exceeded that number but it was based on 16 and 18 classes. It was a success with the club, they did everything that was asked of them and the officials did a tremendous job. There were no dramas they were extremely consistent throughout the course of the weekend.

I have got to commend the club for the efforts that they put in over the past 12 months because the presentation of the venue was outstanding. If it is a reflection of where we are going in the future all bodes well for NSW. The system of working together with the state to organise the event in my view was a total success. There are a few things we would like to improve and upgrade but beyond that it was absolutely tremendous.

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

My apologies for not attending the State Championships this year I have been to everyone since I held this position but unfortunately because of work I was unable to make it. Plus the fact that Richard was there representing us. I'm very pleased to hear it was such a success.

Most of what I've been dealing with since our last meeting is issues relating to the NKC. We had a phone hookup on Thursday night which has now approved the implementation of the rev limiter into the Leopard class. Mainly to try to preserve the life of the engine and possibly bring more parity to the class and to keep it more out of the box. The implementation date is still to be agreed with the promoter which is Remo but it looks like it will be the 1<sup>st</sup> of May after the Nationals.

There is a rule change for Rookie licences to be upgraded to Junior by the officials of a meeting, which is to be resolved at the National level.



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I have received a lot of communication regarding the parity in Midgets, there is still a lot of dissatisfaction out there. This was on the agenda for the National meeting; the NKC is reluctant to make decisions unless there is data to back up those decisions. It is NSW and Victoria that are particularly concerned about the current situation and already agree on what should be done but unfortunately we are not getting the support from the other states. I was talking to Gary Light last week and they had very good fields in the Midgets at their state championships that were run at the same time as NSW. He mentioned in that conversation that they don't have the problem because they have a huge number of SW's in their fields. Apparently the result in WA was, an S won, a Yamaha was second and a SW was third and they were clear of field. It makes it very hard to argue a parity situation when you have results like that. It will definitely get another airing at the next NKC meeting but at the end of the year the S is out of the class leaving two engines and we will have to see where that goes. The president asked that the technical advisor from Victoria go away and get the data to come back and support the argument. The data I get is the motors and where they are finishing in midgets. Here it is very dominated by the J Engine. A fellow that is putting a lot of work into this and is passionate about it is Dennis Sandrone, he communicates to me a lot and he should be congratulated on that, he is doing it through interest for the class rather than himself.

There was a joint venture with CAMS, AKA NSW and Xbox for an Xbox Promotion at the Bathurst 1000. I got involved in this because I saw it as a great opportunity to promote karting, possible sponsorship of our championship events in the future and exposure to get people into the sport. Max Laybutt put an extraordinary amount of work into the day with Bob Blackman and Marta Laybutt. It was professionally done and a credit to those involved. Bam Media contacted me in the first instance and I liaised with V8 supercars to put in place a system of doing this event where AKA were not exposed to any insurance risk or claims against the permit. It was done with CAMS successfully. There were 12 people who qualified through retail outlets around Australia to get a chance to do a hot lap at a designated kart track set up on Pit Straight and Murray's Corner. They had one lap to do the best time and the person that won that got \$30,000.00 in cash and \$20,000.00 worth of Xbox products, it went back to third, all up it was \$100,000.00 of prizes. All the karts were supplied and the winner kept their kart. The winner is going to going Wagga & Districts Kart Club. The AKA took them to Lithgow at Combined Districts for familiarisation on the track and STL/OLT's.



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It was a great event and I would never hesitate to get involved again, it was good for karting. They ran AX9's that were brand new and decked out in V8 advertising and the commercial people who were backing them up. They had a SEC Yamaha engine, which is the clutch electric start engine with a rookie restrictor; it was surprising how quick they went. It was a good day by all and let's hope we see it return to NSW in the future.

The clutch debate goes on, the NKC have determined that the implantation of these will happen on the 1<sup>st</sup> January 2008.

**Item 5c - Treasurer – Max Laybutt**

The financial reports are included in the agenda and if you have any questions please come back to me.

The plastic card is really starting to move. Every State Secretary except Queensland and Tasmania has been trained in the system and by the end of next week every state will be in a position to issue plastic cards.

Each state will work out how and when they are going to issue them. NKRC members have already been requested to send in passport photos or electronic Jpeg files and the others will be shortly.

The cards will start to come out in the next few months. The race management program will be tested at NKRC on the 30<sup>th</sup> November providing all is going well.

Your cooperation will be needed by the office to continue.

Please report back to your clubs that when it is all implemented we need to organise a training day for your club secretaries in small groups and all clubs will be provided with a laptop, printer and card reader.

**Item 5d – Metro Committee Member – Simon Whiting**

Congratulations to the club, officials and volunteers for the effort that they put into the State Championships. The report that has been written by the National Stewards Coordinator stated that NSW had taken officiating at these meetings to a new level that he believes that will be very difficult for the other states to match.



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He also stated at the beginning of the meeting that he was there to observe to see how we ran it and he is now going to use that as a blue print for the other states.

So again to the officials that were there congratulations, I think it's a magnificent effort as far as to where we are trying to go with our officialdom and putting professionalism into it. I think it is fairly gratifying to us see yet again on another front where NSW is leading the change in the standards. It has been a long time coming it has been a lot of hard work by everybody. Congratulations.

**Item 5e – Country Committee Member – Russell Grimson**

Richard advised the delegates that Russell is still in hospital; he is on a good road to recovery and is looking forward to being discharged on Monday.

He apologises for not being at the meeting.

He would be reporting on the State Championships and I have done that on his behalf. The support that was generated by the country clubs for Port Macquarie was tremendous. The committee put in place to deal with the State Championships did a great job. We have identified certain areas that will be tidied up for the next one but beyond that he wishes to thank everyone for their assistance in bringing it all together.

**Item 5f – Industry Member – Chris Dell**

**Motion:** Acceptance of all reports

**Moved** Wollongong

**Seconded** Combined

**Voting** 24-0-0

**Motion** Carried

**Item 6 – Agenda Items**

**Item 6a – Midget Class**

**Proposed by Junior Development Officer**

Midgets/Minikart



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As NSW junior development officer and being the person who is responsible for junior training in NSW I have taken notice of the on going debate regarding the midget situation which has developed over a period of time to the detriment of the sport.

I would like remind us all that the midget class in particular was introduced as a class for the young as an introduction into the sport of Karting. We went wrong when we allowed it to become hijacked by parents who wished to live there own fantasy's through there kids and spend exorbitant of money buy so called super engines rumour is up to \$5000.00 for a S80 comer and also a great deal of time and time off from school chasing state titles from all over the nation which at this level is totally unnecessary.

I observe the littlies racing in there class and after returning to the paddock after racing get together with the other kids kicking a football about ride there bikes and scooters and generally doing what kids of that age do play with there mates. I feel we need to go back to what was created in the first instance back in about 1982 that is a class for the littlies to learn and enjoy karting with out the current pressures.

My proposal is as Follows

- Midget class to continue with current participants until a set date
- A new class to be introduced to suit new drivers from a set date to suit new karter's from the age of 7 and to the 9<sup>th</sup> birthday this class to be known as minikart. Minikart is a **Non championship** class were by all kids participating in this class will receive achievement awards for participating only
- At this point the old midget class be disbanded and taken from the rule book
- The engine to be used in the minikart class is the comer SW80 (Why? The engine is inexpensive and the S80 can be readily up graded to a SW80 why throw away a good reliable source of motors with several thousand in service S80 can be upgraded to the evolution motor the SW80 which is still in production and a world wide acceptable motor in the introductory class why change)
- It will still give the parents a relative inexpensive source of cheap karts and motors



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For littlies to start with by keeping the cost down will encourage potential young karters into the sport.

- All motors are built to a strict common specification and are checked by a AKA technical person who check's verify's and seal's.
- If the engine is not AKA sealed no race.
- Each competitor is allowed 1 engine only to be registered and tagged and a second engine tagged and to be used if the first motor a motor breaks down as a replacement only at the direction of the officials at that race meeting.
- The minikart driver will be awarded endorsements on there race licences based on performance of the day only they will be recorded and held over until the driver goes to Rookies
- If a rookie starts his or her karting Career as a rookie the current rule for licence endorsements will stand how ever for a new rookie will have gain endorsements for b grade will be over a minimum period of 12 months
- Rookies class to be left alone technically and be retained as a state championship class only with B grade licence

Yours in Karting

Russell Grimson

**Motion:** Support the proposal as set out by Russell and refer the matter to the NKC for further discussion and review.

**Moved** Dubbo

**Seconded** Combined

**Voting** 23-0-1

**Motion** Carried

**Item 7b – Clutches**

**Proposed by NSW Speedway Kart Club**

The attachment has called for two matters to be dealt with, those being:-

Clutch's – which has serious, if not irreparable damage, concerns to our Association member base if not resolved.

The Speedway fraternity are not alone in voicing concerns, as indicated in the minutes from the last NKC Meeting



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I draw your attention to,

Page 5 - Item 1 (AKA Qld Item 6),

Page 8 - Item 8 (AKA Qld Item 14)

Page 21 - Item 30 (AKA SA Item 11) – which refers directly to crankshaft breakages

Page 23 -Industry Submissions – St George Kart Centre – under heading Strike Products, point 2 quote *It is clear that some engines, mainly KT100J, have had the treaded end of the crankshaft break off ?????* this is a statement from the clutch system supplier.

Page 24 - Further then under heading Yamaha, point 2 – 2.5 – the call is for the crankshaft to be of original manufacturer and conform to the drawings from the original manufacturer – and this vote was carried – but the item under strike products immediately preceding this (and also carried) allowed anyone to modify the crankshaft by drilling and fitting an M6 or M8 bolt to fit a clutch.....

Page 29 - Item 4 (AKA QLD Item 20)

Page 31 – Item 8 (AKA NSW Item 2)

There are continual points of order contained within all the correspondence that states that clutch's are mandatory from January 1<sup>st</sup>, 2009, except for engines in Chapters, 27-29-30-33-37-47-48 and Historic / Vintage.

As Chapter 48 specifically refers to our form of sanctioned karting we could invoke the wording to the enth degree (effectively putting our heads in the sand) and say that all our classes are exempt from the clutch rule.

Fortunately, we consider our 2 clubs and our member base to be important and committed to the AKA body and wish to be seen as an active part of the Association.

The members of the NSW Speedway Kart Club and Central Coast Speedway Kart Club and the relevant Executives of each, respectfully request that the SKC NSW endorse our request for an amendment under the clutch rules for the sake of goodwill and support for our growing sports arena and give us the approval that we can take to our members so that we are not faced with the prospect of further losses from our member base.

Recommendation:-

Chapter 48 – Clutch's – All restricted classes (Midgets, Rookies, Junior National KT100J and Senior Clubman KT100S) to comply.

Classes specified under 48.10.a & b are not compulsory.



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If redraft of Chapter 48 approved for 2009 Manual then 48.10 and 48.11 are not compulsory.

The Second Point put forward by our members relates to the Airbox issue. The current rule 25.24 – Part 1, Specific, states the internal filter for dirt track karting and speedway will be marked AKA43 DIRT. The suppliers have not produced the internal filter as marked to comply with the rule – filter only states AKA43, not AKA43 DIRT.

There needs an addendum released to remove the word Dirt from the rule.

Also see correspondence No. 1

- Discussions were held regarding clutches and Richard confirmed that the directive of the NKC is that speedway specific classes are exempt but where classes fall in line with the AKA classes they must conform.
- We need to look at an exemption for speedway people with a long shaft for an interim period till the long shaft clutches with a 9 tooth derivative become available. There is one going through the homologation process at the moment which has the ability to become 9 tooth.
- 

**Motion 7b-1**

Chapter 48 only

In respect to clubman classes long shaft engines using 9 tooth sprockets that a 12 month extension be granted due to force majeure, unavailability and homologation of clutch systems.

To be forwarded to NKC.

**Moved** NSW Speedway

**Seconded** Central Coast Speedway

**Voting** 24-0-0

**Motion** Carried

**Motion 7b-2**

Chapter 25

Rule 25.24



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Part 1 – Specific a), paragraph 3, amended to delete word DIRT from the reference AKA43 DIRT.

All other references remain unchanged.

To be forwarded to the NKC for their November 2008 meeting.

**Moved** NSW Speedway

**Seconded** Wollongong

**Voting** 24-0-0

**Motion** Carried

### **Item 7c – Clutches**

#### **Proposed by NSW Speedway Kart Club**

At the last SKC meeting the industry delegate and supplier offered to supply both speedway clubs with 2 sets of clutch kits each (including 9 tooth sprockets) for testing and evaluation with a view to the clubs reporting back findings relative to wear & tear and suitability to our form of racing.

As the SKC is aware we have voiced concerns on behalf of our membership over the enforcing of the clutch rule due mainly to the unavailability of a 9 tooth sprocket, but also wear & tear factors, for our Senior Clubman Classes.

At our race meeting on Sunday 21.9.2008 a representative (we believe a representative, as this was a club member delivering) from the supplier delivered to our club president 2 sets of the clutch kits for trialing. This was on the morning of a race meeting.

Our club executive met and believed that it was inappropriate, to, at that time request volunteers from our Senior Classes to attempt to fit, modify and test these clutch kits as all entries had been received and scrutineering had been conducted.

Effectively, asking a club member to modified their own equipment with a view to testing and evaluate equipment on behalf of a supplier without being given the opportunity to consider their Club Championship or days racing was deemed way out of line and we would expect that the SKC members would support the club on this.



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This then puts us at another disadvantage, The 2 clubs now have only 2 race meetings each in which to evaluate and test the kits prior to the end of the year. With the January 1st, 2009 deadline for compliance fast approaching we again are asking that our request for time or exemption be considered.

We put to the SKC Executive and fellow delegates that our members are prepared to fall in line with the wishes of the rule changes however wish the following areas discussed and noted:-

Testing and evaluation of Clutch kits – having just received the promised kits we are now not in a position to carry out effective and meaningful testing with a view to meeting a January 1 deadline. Please understand that we are not ducking our agreed responsibility to test, it's just that we do not have the option of taking a kart team or member to a track at any time to carry out this function.

Put in place an option for exemption from the clutch rule for KT100S derivative classes – our membership are reluctantly prepared to accept the mandatory implementation of clutch's for Restricted Clubman Class but would ask for exemption for our Senior KT Modified Class that mainly have older long-shaft crankshafts and given our form of Karting use 9 tooth sprockets exclusively.

It should also be noted that no indication of how to evaluate, how to measure, under what conditions, how to report have been provided nor has the supplier provided any starting of kart engine mechanism and is obviously relying on the clubs to utilize other club members starters to fulfill what is clearly the suppliers responsibility.

We thank the Executive and fellow delegates for their time and patience in resolving this matter.

Kind Regards  
Kim Freer  
VP NSW Speedway Kart Club

**Motion:** Withdrawn by NSW Speedway Kart Club



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**Item 7d – 2009 Draft Calendar**

**Proposed by State Office**

Finalise the 2009 State Calendar.

**Motion 1:** Accept the draft calendar as a proposed calendar. Any more changes will need to be in by the third week of November to be printed in the manual.

**Moved** Orange

**Seconded** Manning Valley

**Voting** 24-0-0

**Motion** Carried

**Item 7e – Troy Hunt**

**Proposed by Tribunal**

At a disciplinary tribunal held on the 17<sup>th</sup> September 2008 Troy Hunt received a \$2,000.00 fine (payable by 17<sup>th</sup> November 2008), a two year suspended sentence to be on good behaviour and a letter be forwarded to the NSW SKC having Mr Hunt stood down from his position as Junior Development Officer, position 2 for the period of the suspended sentence.

**Motion:** That the sentence is sufficient that was provided by the Tribunal and no further action to be taken.

**Moved** Orange

**Seconded** Gunnedah

**Voting** 22-0-2

**Motion** Carried

Letter to be sent to Troy on behalf of the SKC.

**Item 7f – State Office Premises For Sale**

**Proposed by Executive**

Refer to correspondence No. 2.

**Motion:** That the Executive proceed with the option to purchase the premises.

**Moved** Orange

**Seconded** Gunnedah



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**Voting** 24-0-0  
**Carried** Carried

**Item 7g – Chapter 48 - Speedway**  
**Proposed by NSWSKC & CCSKC**

**Chapter 48**  
**Speedway**

**Draft – 10.10.2008**

**48.01 Track Layout**

The track layout and conditions of Speedway circuits will be as agreed and approved by the State Speedway Track Inspector and relevant Government departments

Any new tracks or major alterations to an existing track, must be submitted to the State Office for all necessary inspections and approvals.

**48.02 Tyres**

1. Restricted Classes must conform to the corresponding class within the current AKA Manual. (refer 23.10). Maximum wheel diameter size is 5inch.
2. Senior KT Modified Class may run any AKA approved dry/slick and/or wet tyre from the current or immediately previous year AKA manual (refer table 23.09). Maximum wheel diameter size is 5 inch.
3. Formula 100 may use any commercially available kart tyre. Maximum wheel diameter is 6 inch.
4. Dry/slick and/ or wet tyres may be hand grooved.
5. The mixing of dry/slick and/or wet tyres at any one moment, including competition, is permitted.
6. All forms of tyre treatment are illegal (refer Rule 23.03)

**48.03 Weights**

1. Class Weights

Midgets - Comer Engine	90kg
- Yamaha KT100J Engine	95kg
Rookies	100kg
Junior National Light	115kg
Junior National Heavy	135kg



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Senior Clubman Light	135kg
Senior Clubman Heavy & Over 40's	155kg
Senior KT100S Modified Light	135kg
Senior KT100S Modified Heavy & Over 40's	155kg
Senior Formula 100 Light	135kg
Senior Formula 100 Heavy	155kg

2. When only one single class division is competing at an event, the class weight **may** be the average between Light and Heavy.
3. Senior classes may have other weight division(s) and/or classes at the discretion of the Promoter. Changes to the divisions and /or weights will be as per the Supplementary Regulations for the event.
4. Maximum kart weight for all heavy classes of 83kgs.

**48.04 Bodywork (optional)**

Side pods are compulsory and must be fitted in addition to any bodywork. Sidepods must conform to rule 25.02, excluding references to wet weather tyres under diagram, E.E, and also excluding rules 25.02 (v) & (vii). Side panels (bodywork) to be fitted to either inside or outside plane of the sidepod.

Side panels to be made of **Coreflute ®** sheeting only. All top edges to have plastic trim, such as fuel line or wind-lacing to be held in place with PVC glue or silastic or with Cable ties.

The bodywork side panels are not to be above the driver's shoulders whilst sitting in a normal position in the kart.

Internal bracing of bodywork to be of lightweight material such as aluminium angle or tubing. **Sharp angles, dangerous bends are not permitted.**

The bodywork must have no protrusions on the outer surface, (ie, fasteners must be "button" or "countersunk" type only with suitable washers to prevent pulling through the bodywork). External bars or plates are not permitted.

No external air ducting permitted. Ducting of any style must remain inside bodyline **limitations.**

Drawing to be inserted here from existing AKA Manual,  
Reference 48.04 A.5 – page 269



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### Side Number Plates

It is permissible (and highly recommended) that a side number plate made from Coreflute ® of not more than 300mm x 300mm be attached to the inside of the right and left hand side pod's by means of bolt and nut or cable ties and that this plate is used to bear the entrants kart race number of a minimum size of 130mm high and 20mm wide of continuous brush stroke.

Nassau Panel is **compulsory** and must be used as long as the panel is no wider than 500mm. The panel may extend a maximum 50mm above the top of the steering wheel and be a minimum 50mm from the outer edge of the steering wheel. Nassau Panel must be securely fixed and be of shatterproof / non-metallic material. The Nassau Panel must not restrict the driver physically or restrict their line of vision.

### 48.05 Air Filters

Air Filters are compulsory.

- 1 Restricted Classes must conform with AKA Manual. (refer Rule 25.24) and (Part 1 - Specific)
- 2 Senior KT Modified Class – are exempt from rule 25.24 (Part 1) however must comply with rule 25.24 (Part 2).
- 3 Formula 100 – are exempt from rule 25.24 (Part 1) however must comply with rule 25.24 (Part 2).

### 48.06 Method of Racing for Speedway

1. All racing will be in an anti-clockwise direction
2. The number of heats and method of gridding may be altered for events and will be as per the Supplementary Regulations for that meeting. They may be further altered at the discretion of the Clerk of Course and /or Promoter or by force majeure.
3. The number of laps will be as per the Supplementary Regulations or by force majeure.
4. Winner: will be determined as set out in Supplementary Regulations
5. Point Score: will be as set out in Supplementary Regulations.



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6. Restarts – Rolling Laps  
In the event of a collision during the rolling laps, prior to the Start, karts are permitted to be restarted with assistance by delegated person/s.  
Delegated person/s must retire to a safe position once the race has commenced.  
Karts that have stopped due to a mechanical defect will not be permitted to restart.
7. Restarts – Heats  
No restarts by any kart. Karts are not permitted to restart if the kart becomes stationary.
8. Restarts – First lap of the Final/Feature race:-
  - (i) In order to justify a race restart, two or more karts must be involved in the same incident being deemed the cause for the stoppage,
  - (ii) All karts involved in the incident, including stalled karts, will be allowed to restart at the rear of the field. Any karts not involved in the incident and that are already stationary at the time of the incident, will not be permitted to restart,
  - (iii) In this situation the Chevron Flag and Yellow Flag are to be shown until the track is clear for a restart.

**48.07 Flag Signals**

As per current AKA Manual (Chapter 15) except as follows:-

- |       |             |   |
|-------|-------------|---|
| 15.06 | Green Flag  | Start of Race   |
| 15.08 | Red Flag    | All Racing shall cease. Driver/s will indicate by raising his/her arm and pull to the side of track and stop in a safe manner as soon as possible. This order shall be given only through the Clerk of Course and /or Stewards of the Meeting. Red light/s may be used in addition to the red flag. |
| 15.10 | Yellow Flag | Full Course Yellow. A Yellow Flag at any flag point indicates caution, driver/s will indicate by raising his/her arm and slow down. Maintain position and form one (1) lane ready to restart as soon as the Green Flag is shown. Passing under Yellow Flag is prohibited, unless directed to        |



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by Clerk of Course. Failure to slow to a safe speed for Yellow Flag will be considered a serious breach of these rules.

15.13

Does not apply

15.14

Black and White with Diagonal join – If this flag, together with a panel upon which the competitors number is displayed to the driver concerned, it indicates that the competitor is being observed for unsportsmanlike behavior. The competitor must report to the Clerk of Course or Steward immediately after the race. If this flag together with the ROF (Rear of Field) board, is shown to a driver, it indicates that the competitor is receiving an instant penalty for a starting or other infringement, and must start/restart at the rear of the field, but in front of any provisional competitors (rule 13.18.1.c)

15.16

Does not apply

**48.08 Baulk Lines**

The method of determining the baulk line and its position on the circuit is to be advised by the Clerk of Course at the driver's briefing.

**48.09 Kart Numbers**

1. Front and rear Number Plates will be displayed in combination that identifies the class for the kart driver.
2. The following class identifiers apply:-

Midgets	White Number on Red Plate
Rookies	Red Number on White Plate
Junior National	Black Number on White Plate
Senior Clubman	Black Number on Yellow Plate
KT Modified	White Number on Red Plate
Formula 100	White Number on Black Plate
3. In the event of two karts with the same number entering in any one class at any event where numbers are not allocated by the Promoter, the visiting driver will be issued with a special number by the Promoter.



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**48.10 Special Class – Senior Yamaha KT100S Modified**

Eligible Engines

All, **air cooled only**, models of the Yamaha KT100S are eligible for use.

External Modifications

External modifications, which do not in any way affect a performance gain are legal.

Fin Dampeners

Refer to Rule 34.30

Internal Additions

- (i) No Additional material may be added except in the case of engine repairs and shall only restore engine or components to original specifications.
- (ii) The use of thermal barrier coatings / ceramic coatings on or in exhaust components is prohibited.
- (iii) The use of internal friction coatings on or in engine and/or its components is prohibited.

Interchange of Parts

Permitted between engines of like dimensions (bore, stroke) as long as no removal or addition of material is required to interchange parts.

Legal Additions

Legal additions shall be limited to the following:- Carburettor return springs, chain guard, direct drive sprocket, extension of carburetor jet needles, exhaust header, motor mount, muffler, starter nut and pulley, tachometer, temperature gauge, third bearing and adaptor shaft.

Non-tech Items

Unless otherwise specified, non-tech items include bearings and cages, crankpin, fasteners, gaskets, piston and rings, header pipe, seals, piston pin, spacers, washers and spark plug.

Displacement

Maximum bore and stroke including 5% tolerances are:-

- (i) Bore – 53.85mm
- (ii) Stroke – 46.13mm



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**Exhaust Muffler**

The exhaust system will comply with Rule 25.09.

The only permissible mufflers are those commercially available and which conform to the following diagram.

Drawing to be inserted here from existing AKA Manual,  
Page 273 – reference 48.10, Exhaust Muffler.

**Exhaust Intake and Transfer Ports**

Modifications are permitted except:

- (i) Number of transfer passages and inlet ports in the cylinder and crankcase.
- (ii) Number of exhaust ports and passages
- (iii) Port surface finish is a non-tech item.

**Connecting Rod**

Must be the same length as original and made of magnetic material. **Can be either Yamaha or KSI.**

**Crankshaft**

Must be by original engine manufacturer with no change of stroke permitted. **Legal crankshafts are Yamaha or KSI.**

**Ignition**

The only permissible ignition system is either of the following:

- (i) Group 2 CIK homologated
- (ii) Yamaha

The fitting of the module Yamaha, Victa, Atom or Delta/Wei Shieh is permissible. All engines must rotate in a clockwise direction when viewed from the drive side. Ignition/Rotor cover is optional.

**Carburettor**

- (i) Will be stock appearing WALBRO WB Series
- (ii) Maximum of two (2) jets permitted
- (iii) No Fixed jets permitted



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- (iv) All fuel to the engine must pass through the high and low speed fuel metering jets and passages
- (v) All air to the combustion chamber must pass through the carburetor venturi
- (vi) Fuel pump or pressurized fuel systems are forbidden
- (vii) Squeeze type pump between fuel tank and carburetor is permitted

**Fuel**

Fuel shall comply with Rule 22.03

**Head Gasket(s)**

Must be retained

**Tyres**

Rule 48.02.2 Applies

Rule 48.02.4 Applies

Rule 48.02.5 Applies

Rule 48.02.6 Applies

**Braking**

Front wheel brakes are not permitted

**Clutches**

Clutches are not compulsory

**48.11 Special Class – Senior Formula 100 (Reed & Rotary Valve)**

**Eligible Engines**

- (i) Any homologated single cylinder series production reed or rotary valve, air cooled, engine, complying to CIK Formula A or Intercontinental A regulations is eligible.
- (ii) It must be possible to identify an homologated engine or its parts (cylinder heads, cylinder, crankcases and crankshaft) by the technical descriptions (photos, technical drawings and the like) on the homologation forms.
- (iii) Maximum capacity 100cc (+/- 5% tolerance).
- (iv) All systems of power-valve are forbidden.
- (v) In addition to any currently approved engines for the Formula 100 Class, newly homologated CIK engines will become eligible in the year in which they are homologated by CIK and following registration with the AKA.



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- (vi) Unless otherwise specified all parts are to be by the original engine manufacturer.

**External Modifications**

External modifications, which do not in any way affect a performance gain are legal.

**Internal Additions**

- (iv) No Additional material may be added except in the case of engine repairs and shall only restore engine or components to original specifications.
- (v) The use of thermal barrier coatings / ceramic coatings on or in exhaust components is prohibited.
- (vi) The use of internal friction coatings on or in engine and/or its components is prohibited.

**Interchange of Parts**

Permitted between engines of like dimensions (bore, stroke) as long as no removal or addition of material is required to interchange parts.

**Legal Additions**

Legal additions shall be limited to the following:- Carburettor return springs, chain guard, direct drive sprocket, extension of carburetor jet needles, exhaust header, motor mount, muffler, starter nut and pulley, tachometer, temperature gauge, third bearing and adaptor shaft.

**Non-tech Items**

Unless otherwise specified, non-tech items include bearings and cages, crankpin, fasteners, gaskets, piston and rings, header pipe, seals, piston pin, spacers, washers and spark plug.

**Exhaust Muffler**

The exhaust system will comply with Rule 25.09.  
Any CIK homologated muffler is allowed.

**Exhaust Intake and Transfer Ports**

Modifications are permitted except:

- (iv) Number of transfer passages and inlet ports in the cylinder and crankcase.
- (v) Number of exhaust ports and passages
- (vi) Port surface finish is a non-tech item.

**Connecting Rod**



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Must be the same length as original and made of magnetic material.

**Crankshaft**

Must be by original engine manufacturer with no change of stroke permitted.

**Ignition**

Only Group 2 CIK homologated ignition system is permitted.

**Carburettor**

- (i) Carburettor to be Formula A type:  
A = 24.0mm or A = 25.5mm  
B = 27.8mm or B = 25.5mm

Drawing to be inserted here from existing AKA Manual, page 184 – reference 29.07.

- (ii) Carburettor may be either two (2) or three (3) jets – 25.4mm or 27.0mm
- (iii) All air to the combustion chamber must pass through the carburetor venturi.
- (iv) Fuel pump or pressurized fuel systems are forbidden
- (v) Squeeze type pump between fuel tank and carburettor is permitted

**Fuel**

Fuel shall comply with Rule 22.03

**Tyres**

- Rule 48.02.3 Applies
- Rule 48.02.4 Applies
- Rule 48.02.5 Applies
- Rule 48.02.6 Applies

**Braking**

Front wheel brakes are not permitted

**Clutches**

Clutches are not compulsory

Limitations on Drivers:-



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To be eligible to compete in this class, a competitor must hold a Senior AKA A or B Grade licence.

**48.12 Starting Karts by Push Kart or Quad Bikes**

- a) Drivers/**riders** to be 16 years or over
- b) Safety vests to be worn at all times
- c) Helmets to be worn at all times
- d) Appropriate footwear to be worn at all time (eg Boots/Shoes)
- e) All drivers/**riders** to be briefed by Clerk of Course on rules and safety **prior to Drivers Briefing**
- f) **Drivers/riders to have signed waver document**
- g) To be used in conjunction with local club rules and at the direction of the Clerk of Course.

**Motion:** Forward redrafted chapter 48 to National Office for inclusion in the next NKC meeting.

**Motion Carried**

**Item 7h – High, and fixed hire charges for use of our facilities  
Proposed by Canberra**

Canberra Kart Club proposes that the motion carried at the July SKC meeting requiring track hiring to be negotiated through AKA NSW, and clubs to charge \$4,000 or \$6,000 for the hire of their tracks, be rescinded immediately for the following reasons:

- The motion was added to the agenda as a 'late' item. This meant that no discussion could occur at any of the clubs affected to enable them to discuss the issue and formulate a position. We can see no valid reason why the motion needed to be passed in a hurry as a late agenda item.
- The motion is unclear and not practical to implement. The motion appeared to be hastily constructed as it was very unclear who was to administer the collection of money and where the proceeds actually went, to the club or AKA NSW.
- The proposed amounts are excessive and do not reflect the community aspects of club operations (refer to the application from Canberra Grammar School to make use of our facilities)
- The decision could have considerable financial impact on some clubs if it effectively stops them from hiring their tracks out due to the hire charge being too



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high. This is quite likely to be the case for most country clubs.

- The motion is not in the spirit of the provisions of grant funding by governments in that they require clubs to maximise opportunities for participation in sport. For example, the Canberra Kart Racing Club allows use of the circuit to a grant-funded community organisation to provide opportunity for youth at risk to participate in karting.

- The decision is likely to be judged to be 'anti-competitive' as its intent appears to be to lock out competing codes of kart racing from the use of our facilities. If clubs are found guilty of anti-competitive behaviour the financial penalties could be severe.

- The decision did not take into account those clubs that rent their facilities from a private operator. These clubs have no ability, or right, to set the amount charged to any other organisation for the use of the facility.

- We could see no argument as to why Canberra club should be singled out to be re-classified from a 'country' club to a 'city' club for the purposes of this motion. We don't agree with the initial classification so it hardly seems fair to switch us from one to the other on a whim.

- We feel we are unable to comply with the original motion based on our understanding of issues such as anti-competition rules. This puts us in an untenable position as we could not continue to be part of AKA NSW under this ruling.

If the proposer of the original motion believes that there is a valid case to be made for imposing fixed rental charges on NSW clubs, they should put their case fully to all the clubs, allow us to review the argument, and make a considered decision in due course.

**Motion 1:** That the motion passed at a previous SKC meeting requiring clubs to charge a fixed amount for the hire of their tracks be rescinded immediately.

- Discussions held in Camera.

**Motion** Lapsed

**Item 7i – Chapter 38 – Junior Clubman  
Proposed by Executive**

Consideration / Discussion for NKC

Evolve Junior Clubman into Junior TaG Restricted.



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Currently Junior Clubman only gains a field at state titles and the odd series event. There has not been any stable club level racing for Junior Clubman for the last 15years. Juniors are in need of one performance class that gives juniors better options when they go to seniors. The AKA now has a formula that allows Clubman and TaG motors to race together on an equal basis. The incredible success of the AKA's TaG Restricted formula could be easily used to resurrect junior performance karting.

**Motion:** Forward to the NKC for further consideration/discussion

**Moved** Combined  
**Seconded** Dubbo  
**Voting** 24-0-0  
**Motion** Carried

**Item 7j – Calendar**  
**Proposed by Karen Newton**

**Motion:** That future competition calendars are finalised at the Annual General Meeting as the majority of clubs are in attendance.

**Motion:** Withdrawn by Karen Newton.

**Item 8 – Discussion Items**

**Item 8a – Complete Sports Marketing**  
**Proposed by Executive**



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Regional Sports Decentralisation Program



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## **DISCUSSION PAPER**

Regional sports tourism is big business- and it's growing. To further develop this industry, whilst ensuring all parties' needs are satisfied, Complete Sports Marketing Pty Ltd (CSM) has developed the much lauded "decentralisation program", which has been embraced by both Sporting Associations and Government bodies. The strategy itself allows Sporting Associations to capitalise on the opportunities provided in regional centres, whilst ensuring that local and state Government Bodies achieve the objectives required by them.

Both state and local governments invest substantial sums of money to secure sporting events, with a view to achieving several objectives:

- To take advantage of the significant economic benefit provided through competitors and spectators lured by sporting events.
- To showcase their city/state through TV coverage.
- To have the opportunity to convert sports tourists to genuine tourists by ensuring all participants enjoy the experience provided by the host region when engaging in sporting activities.

Equally, national and state sporting bodies are becoming more aware of the benefits, and in fact the need to take their sport to regional centres.

Australian Rugby Union, ARL, NRL, AFL, Football Federation Australia, State Cricket Associations, Motor Sports, Basketball Australia, Australian Touch Association, Oztag, Triathlon at all levels, Surf Life Saving both national and state, Surfing and a plethora of other sporting associations consistently take their product to the regional market.

There are several reasons for this being the case:

- The commercial advantages gained through taking product to regional centres; reduced/eliminated event costs, hosting fees paid by local and state government, local sponsorship revenue, etc.
- Competition between sporting associations for sponsorship dollars (sponsors need to reach regional Australia), TV ratings, fans and of



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course, competitors at grassroots level to ensure a succession program is in place

- Increased attendance figures at non premium events, over what would be otherwise achievable in metropolitan markets.

The two senior Directors of CSM Pty Ltd have chosen to pursue the regional sports decentralisation strategy due to their diverse background, the result of which provides the knowledge and skill base to succeed. This skill base requires an understanding of the different philosophical approaches when dealing with the entrepreneurial sports industry, as against extremely conservative government bodies. CSM Pty Ltd has effectively succeeded in establishing the methodology to apply a science to sourcing sporting events and matching them with regional centres capable of providing the necessary elements to achieve a successful outcome for all parties.

This is made possible through carrying out an audit of sports infrastructure, accommodation levels and configuration, transport linkages, level of passion for building sport as an industry within the Local Government Body and the capabilities of the local sports association in the region itself. Following this, and in consultation with local, regional, state and/or national sporting associations, an assessment is made as to what level of event can be hosted.

Effectively, this means that a sporting association can offer an event with requirements such as: expected hosting fee, conditions relating to event cost mitigation (eg FOC stadium hire, cleaning, road closures etc), local sponsorship expectations, infrastructure requirements, media needs, etc, and CSM Pty Ltd will provide details of venues which match those requirements, as well as negotiate an appropriate agreement for all parties.

Importantly, CSM Pty Ltd is paid a fee by Local Government Bodies to grow and develop sport as a sustainable industry in their region. Therefore there is no fee payable from sporting bodies as it would be a conflict of interests.

Both senior Directors of CSM Pty Ltd have a history and an understanding of successfully working with state and local government as well as senior officials in



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sporting associations and corporate partners, and both were founding Directors of Sports Marketing Australia Pty Ltd.

Sports Marketing Australia Pty Ltd was a pioneer in developing a strategic approach for regional sports tourism, with Coffs Harbour and Port Macquarie being two of the major beneficiaries of the initiative. SMA Pty Ltd introduced into these regions; the Wallaby base camp, ING Cup cricket matches, the Australian Touch Titles, the National Oztag Championships, the Australian Beach Volleyball Championships, the Crusty Demons, the National Triathlon Championships, International Rugby Union Matches, International Women's Football matches (Matildas), National Junior Football Championships, a plethora of NRL and AFL matches, and the jewel in the crown – the Australian Surf Life Saving Championships. At the same time, the strategic initiative ensures that the sporting association responsible for those events, receives the support necessary to produce a successful outcome, from the regional centre.

Rick Sleeman:

- Former Director and head of rugby for IMG (Australia's pre-eminent sports marketing organization).
- Former Managing Director and founding Director of Sports Marketing Australia Pty Ltd
- Former National Sales and Marketing Director for FPC Magazines (Australia's second largest magazine publisher).
- A Former Director of APN Educational Media Pty Ltd.
- Currently founding Director of Complete Sports Marketing Pty Ltd.

Paul Sullivan:

- Founding Director of Sports Marketing Australia Pty Ltd (see history above).
- Founder and Managing Director of Sportex Pty Ltd.
  - Contracted by regional councils to develop regional sports development plans
  - Contracted by regional councils to strategise the integration of sports into existing tourism, business and economic development plans.
- Founder and Managing Director of e-generation marketing Pty Ltd.



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- Presently working with A1 Grand Prix 'team Australia' to develop a global web-based business and marketing platform which will be rolled out to all 23 national A1 Grand Prix World Cup teams
- Paul's achievements have been recognized with:
  - Tourism NSW Young Achievers Award
  - Prime Ministers Award for Outstanding Leadership and Achievement in Regional Development Practice.
- Clubs are requested to forward information to the State Office regarding any grants/schemes that they are aware of so they can be distributed to all Clubs.

**Item 9 – Late Agenda Items**

**Item 9a – Junior Development Day's  
Proposed by Executive**

Any Clubs who wish to apply to hold the Northern Zone or Southern Zone Junior Development Camps next year, can you please do so in the next couple of weeks. We will then send out the list for voting by the Delegates. That way everybody has the opportunity to apply..

**General Business**

**GB Item 1 - Karting Licences for Canberra Grammar  
Proposed by Orange**

Bob Gallagher and Russell Grimson had a meeting with Canberra Grammar and have discussed at an Executive Meeting getting a licence in place for under \$100.00 that they could use two to four times a term. We are now investigating the Insurance Company sponsoring these licences.

We are trying to get something that can be used all around NSW and hopefully spread on nationally. Canberra Grammar is a good way to start, our contact is away for a couple of weeks and we need numbers of participants for the insurance company.



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We need to get into the school system. What Russell wants to do is to see an interschool kart challenge which will be fantastic.

**GB Item 2 – 2009 Metropolitan Junior Development Camp**  
**Proposed by Combined**

The window is open for applications for the Junior Development Camp at Lithgow. Entries will close on the 1<sup>st</sup> December 2008.

**GB Item 3 – Scrutineer/Technical Schools**  
**Proposed by Les Allen**

Thank you for the Country Clubs support this year. Some of the support that we need is for clubs to get in early and let us know when you require the technical team to be at your major events, we need at least two months warning.

The executive and the tech advisors have had discussions regarding the levels of scrutineers. By this time next year we want every club to have a qualified person at every race meeting that is capable of testing restrictor gauges so that competitors are put in a position where they perceive the sport to be regulated and fair.

The higher levels of technical have to continue being trained the way they are because it is quite involved and can result in substantial penalties to competitors. So we want very competent people to cover that area, National is issuing a gauge to all clubs in Australia for all the restrictor plates, so we need to have a person authorised in the clubs to use it and we want clubs checking those simple requirements.

One of the things we tried down at Wollongong two months ago was to cut the course down to what the guy at club level needs to know and then they went out racing for the rest of the day. It seemed to be quite successful. We will introduce that to next years training schools, so they are not tied up for the day.

We have four categories level 4 is club scrutineer, they do basic scrutineering (restrictor gauges), then we go to 3, 2 and 1. We only have one level 1 in NSW and one level 2 and 5 level 3's who are part of the technical team.



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Meeting closed at 3.00pm.