

Australian Karting Association Inc

National Karting Council Meeting

MINUTES



Venue: Crowne Plaza Coogee Beach, Cnr Arden & Carr Streets, Coogee NSW
Date: 12th / 13th February 2011

N:\AKA\Conferences\NKC Secretariat Conferences\2011
Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc
Date Created: Feb 2011
Date Amended:
Page 1 of 14

AKA INC.



AKA NKC MEETING
MINUTES
12th & 13th February 2011
Venue: Crowne Plaza Coogee Beach, Coogee
NSW

ATTENDANCE:

AKA PRESIDENT	SIMON WHITING
AKA VICE PRESIDENT	DAVID MURRAY
AKA SECRETARY	PAM ARNETT
AKA TREASURER	MAX LAYBUTT

DELEGATES:

QUEENSLAND	STEVE PATTEL
NEW SOUTH WALES	PETER O'NEILL
VICTORIA	TREVOR CRANE
TASMANIA	STEPH PETERS
SOUTH AUSTRALIA	CRAIG DENTON
WESTERN AUSTRALIA	GARY LIGHT
NORTHERN TERRITORY	JOHN GATT

CO DELEGATES:

NEW SOUTH WALES	STEVE KING
VICTORIA	KEVIN McKINNON
SOUTH AUSTRALIA	BRIAN SPARROW

MEDIA & MARKETING:

LEE HANATSCHEK	MEDIA & MARKETING MANAGER
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CO-ORDINATORS:

LES ALLEN	NATIONAL TECHNICAL CO-ORDINATOR
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OTHERS: (Saturday)

Les May - Dunlop
Chris Dell – St George
Drew Price – DPE

OTHERS: (Sunday)

Les May – Dunlop
Ian Black - IKD
Chris Dell – St George
Drew Price – DPE

Saturday 12th February 2011:

Meeting commenced at 9.10am

1. Opening remarks by the President/Chairman – Mr Simon Whiting
Simon advised what has been happening since the last meeting.
CAMS – delegation agreement
125 Meeting
CIK
Vintage
AKA Executive Meeting
Welcome to Media & Marketing Manager
2. Meeting Open to Observers
Moved: TAS
Seconded: QLD
CARRIED
3. Minute procedure – acceptance of digital recorder as an official recording for the purpose of minute taking by the minute secretary.
Moved: VIC
Seconded: NT
CARRIED
4. Declare pecuniary interests – All delegates and AKA Executive declared their interests.
5. Accept minutes from previous meeting.
Item 3 – NSW Item, item listed as withdrawn, this is incorrect, it is on going
Ken Mitchell was listed but not in attendance, should read Ken Schroder.
Moved: NSW
Seconded: TAS
CARRIED
6. Business arising from those minutes
No

Items carried over from November 2010 Meeting:

Discussion on the revised - AKA Constitution

Rewording of Rule 41(c) Inspection of Documents

Moved: NSW

Changes required to draft constitution in regards to “reasonable” 30 days to be inserted. Amendments to be made to the constitution and call for a special general meeting. Other changes required is AKA WA to ‘Karting WA Inc” and Postal Vote process as per November Special General Meeting.

Seconded: SA

CARRIED

N:\AKA\Conferences\NKC Secretariat Conferences\2011

Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

AKA INC.

Page 3 of 14

Moved: NSW

Special General Meeting to be a telephone conference within the required time frame.

Seconded: WA

CARRIED

VHKA-Vintage

Discussion on making VHKA a part of the AKA constitution as a non-voting member and states to have chapters. This was thought to assist the VHKA to be uniformed within Australia.

Moved: SA

Vintage committee – will be a representative from each State. The VHKA NSW will remain and they will do the kart log book etc. Each state to have its own club.

Seconded: NT

CARRIED

Life memberships/Hall of fame

AKA Executive to draft a policy for Life memberships/Hall of fame.

Discussed.

Item is still ongoing.

NSW delegate and Lee to come back to meeting with wording on policy for Hall of fame.

Life membership nominations are to be forwarded to the AKA prior to the AGM.

LIFE MEMBERSHIP ACCEPTANCE POLICY GUIDELINES

Any State Delegate may nominate a person to the National Karting Council/Executive for consideration for Life Membership of the Australian Karting Association.

The National Karting Council/Executive can decide any nomination for Life Membership of the Australian Karting Association by simple vote at any general and/or special meeting of the National Karting Council.

HALL OF FAME ACCEPTANCE POLICY GUIDELINES

The Australian Karting Association Hall of Fame is designed to recognise the competitive achievements within the sport of karting by members, both current and former.

Any State Delegate or Industry member may nominate a person to the National Karting Council/Executive for consideration for entry to the Hall of Fame of the Australian Karting Association.

The National Karting Council/Executive can decide any nomination for entry to the Australian Karting Association Hall of Fame by simple vote at any general and/or special meeting of the National Karting Council.

Moved: NT

Life Membership & Hall of Fame policy as per Lee's policy be adopted.

Seconded: WA

CARRIED

N:\AKA\Conferences\NKC Secretariat Conferences\2011

Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

Page 4 of 14

AKA INC.

Moved: NSW

To induct into the Hall of fame the following 5 names:

John Pizarro

Graham Powles

Brian Hunter

James Courtney

Jon Targett

Seconded: TAS

CARRIED

Homologation Registrar Review

Les Allen/Gary Light/Brian Sparrow

Discussed.

Work in progress, draft document to be ready for the June Technical Conference for their perusal and comment.

Tech Item - E85 Fuel

The techs have had an enquiry about E85 being introduced into karting and we have been investigating this matter.

John Lane from Qld has already completed some testing and the State tech from Qld has been in discussion with John on the results.

Work in progress. Technical committee to forward information to the NKC when completed.

National Technical Coordinator advised nothing further has been done with this.

Qld to direct Mr Lane to forward any written documents on this subject via their technical co ordinator for presentation at the June technical conference.

“Planning For the Future”

Trade Plate for Dealers – Discussion on current action

Moved: VIC

In the November 2010 minutes a motion was moved in regards to the cost of the dealers trade plate of \$150 this is rescinded.

Seconded: NT

CARRIED

David Murray explained to the delegates the progress that has been made with this issue.

Moved: NSW

We implement the Dealer’s Trade plate as soon as possible, estimated cost for the dealer’s plate is \$250 incl GST for a 12month period.

Seconded: QLD

CARRIED

N:\AKA\Conferences\NKC Secretariat Conferences\2011
Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

AKA INC.

Page 5 of 14

Commencement of agenda items:

Item 1:

Debtors – ongoing agenda item

Item 2:

Track Development Fund

Max spoke about items 1 & 2 jointly and provided an overview of the accounts to the delegates.

The AKA President welcomed the new Media & Marketing Manager to the association and explained to the delegates Lee's role within the association.

Lee outlined all the social networking facilities available to the AKA to reach karters. Face book, twitter etc.

Moved: Qld

Lee to implement an AKA Inc face book page.

Seconded: WA

Abstain: TAS

CARRIED

Item 3:

TAG 125 class

Discussion on future of 125 Class

Review of discussions:

1. AKA National determines rules except tyres.
2. 2011 States make decision on tyres
 - AKA to use 2011 for a 2012 decision
3. Licencing
 - Ability to try open
 - Don't lose grading

Name of class is "Sportsman 125" for the rest of 2011.

Moved: NT

Adopt principles of Sportsman125 as outlined above, with a set of guidelines.

Seconded: WA

Absent: TAS

CARRIED

Licence

Moved: NSW

That all C grade licence holders are eligible to compete in 3 Sportman125, events after obtaining the required endorsements.

Seconded: SA

CARRIED

N:\AKA\Conferences\NKC Secretariat Conferences\2011
Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

Page 6 of 14

AKA INC.

Moved: NT

Adopt guideline as presented by Lee and Drew Price for the Sportsman 125 class.

Seconded: WA

Absent: TAS

CARRIED

Item 4 – SA Item

CMS

- a. Timing long races, system only goes for 1 hour.
 - Max advised this will be part of the system within the next week. This is being fixed at present.
- b. Need for clubs or states to be able to extract data for programs etc.
 - This can currently be done.
- c. Home club and 3 months club membership issue
 - Discussed

Item 5 – SA Item

Leopard PTG

The PTG measurements for the Leopard need to be reviewed.

Victorian Co-delegate spoke with Remo and Remo feels that the measurement is to close.

Item referred back to the Technical Committee to look at measurements.

Header Pipe & Probe

Moved: WA

Add to Rule X30.1.14 and RL1.14 “an exhaust probe/fitting is allowed as per R25.09(7)”.

Seconded: NT

CARRIED

Moved: SA

To accept amended motion as per above.

Seconded: NT

CARRIED

Effective immediately

Item 6 – SA Item

Tyre Sniffer

A report on problems when using the tyre sniffer when used at the SA Open is attached.

Report to be distributed later.

Rewrite of this rule required as it has been found to be unworkable.

23.03 – Add to rule

- f) If chemical treatment of tyres is suspected, after sampling, tyres/wheels will be impounded between events during the meeting.

N:\AKA\Conferences\NKC Secretariat Conferences\2011

Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

AKA INC.

Page 7 of 14

At the completion of the meeting, tyres will be impounded, bagged, sealed and tagged and sent to the State Technical Officer/Coordinator for final testing. **The competitor or their representative has the right to be present for final testing with the State Technical Officer/Coordinator.**

If chemical treatment of tyres is established as per rule 23.03 c d & e above, competitor will be excluded from the race meeting and their licence fully suspended for 12 months. This decision and penalty is non-appealable.

Moved: NSW
Seconded: SA
Absent: TAS
CARRIED

23.03.1 – Add to rule

It is not permissible to tamper with any tyre, to alter its hardness, construction or composition with any method or agent including the use of an electric heat gun. **It is highly recommended that any solvent based lubricants to aid fitting of tyres not be used.**

Moved: NSW
Seconded: Qld
Absent: TAS
CARRIED
Effectively immediately

Item 7 – SA Item

Barcode Scanner

A report on current problems with the Tyre Scanner.

Report to be distributed later.

Gary Light spoke on the bar coding and no other problems reported and Qld's problem reported was a computer cable.

Item 8 – VIC Item

125 restricted issues. Licence grading mixed at race meetings.

Discussion on having a class that allows the B grade drivers into the 125 restricted class on club days WA delegate stated that this is how they run their classes as it is allowable in the manual under "Sportsman Class". Discussion on this issue within other states where smaller club memberships have a problem with B grade licence holders not having a class to run in.

NKC agreed that a class can be formed under "Sportsman", this class to be called "Sportsman 125R" and put into the CMS system so that all states are using the same name for collection of data.

Moved: WA

To insert "Sportsman 125R" into the CMS System.

Seconded: NSW

CARRIED

Also include into System list "Sportsman 100", "Sportsman 125".

Item 9 – Qld Item 1 (Barrels)

As per last NKC meeting minutes on the 12/13/14 of November 2010 (please refer to "item 3) that all these barrels will be ineligible from Dec 31 2011. Cooloola would like to propose that these barrels still be eligible for use in the TAG 125 Restricted Classes until the year 2016.

Reason:

There is a large amount of these barrels still in use, the deletion of these barrels will cause a large and unnecessary cost to the karter which currently competes in TAG restricted in particular. After all this is not a championship class and even though karters can aspire to a higher level of racing, there are those karters who just want to enjoy an economical form of karting once a month. This class is an entry level class which needs to be as cost effective as possible.

Item deferred to Sunday.

Item 10 – Qld Item 2 (Rule 25.31)

That the current regulation 25.31 imposing restrictions on the use of on-kart cameras during official practice / competition be amended to remove paragraph (11) relating to the limitation on the total number of cameras fitted to a kart.

Reason:

If the limit was to be removed then ultimately the amount of equipment in use is limited by the existing camera weight restrictions. Currently the number restriction precludes the use of multiple small devices for kart chassis setup analysis.

The units have proven themselves to be useful for analysis of setup issues and pose no safety hazard when mounted in accordance with the existing guidelines. The Units referred to are commonly available low cost MP4 devices which are smaller than a box of matches and weigh 20g complete. The use of the described equipment provides no direct performance advantage and merely supplements normal data gathering operations as provided by existing data logging equipment. The use of the equipment during official practice assists with setting up for away meets at new tracks when no other practice sessions are permitted.

Moved: Qld

Motion:

To remove the limitation of 2 cameras on Karts under rule 23.31.

LAPSED

PI Operations Pty Ltd

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13-12-2010
Australian Karting Association
PO Box 4222
Penrith Plaza, Penrith
NSW, 2751

Attention: Mr Les Allen

Dear Les,

I am writing to confirm and verify the use for 2011 and beyond, the eligibility of the Biland SA 250 engine for the AKA TAG 125cc class.

At present the Biland SA 250 engine is listed as one of the approved engines to be used in the TAG 125cc class along with five others in the 2010 AKA Manual Chapter 44, 44.01.

The only problem with this at present is that the final say as to what engines can actually be run at a race meeting comes down to the discretion of the promoter for that specific meeting. I would ask that going forward to 2011 that the wording "Engines can be added or removed at any time by the class promoter" in section 44.01 be completely removed.

I request this change as I believe the TAG 125 Class will then have the potential to flourish and grow as a class nationwide as all the listed engines then become eligible at ALL meetings conducting a TAG 125 class.

TAG 125 should encompass all engines and not just the Rotax and Leopard derived varieties that currently are only normally eligible at most events.

As we are the major supplier and importer of Biland SA 250 engines and parts (and contrary to rumours that parts for these engines are no longer available), I have a strong need and want for the engine to remain eligible for 2011 and beyond and see many positives that the AKA can draw on with my requests above being considered. After competing at the TAG 125 four hour enduro last weekend at Todd Road (after having to source approval to actually use the engine) it was clearly demonstrated by the interest shown and comments made by other competitors that there are certainly others who would like the opportunity to use the Biland SA 250 on a regular basis. It also adds a different element to the racing as a whole. I have taken tentative orders for two used engines that we have in stock with the view that the buyers will join the sport as new TAG 125 competitors and further increase the attractiveness to race in this class.

RECEIVED
16/12/10

The engine presents many positives to competitors on low budgets as the maintenance required on these engines, much the same as the new breed of off road motorcycles, is far less than the costs required to keep a two stroke engine in peak condition.


The Biland SA 250 presents as a strong contender going forward for the AKA to show by having it remain an eligible engine in TAG 125 that they are seriously trying to reduce emissions in the sport, like many other forms of motor sport currently are, which the current two stroke engines are unable to achieve. I believe there will always be a place for two stroke engines in karting but also low emission four stroke derivatives like the Biland SA 250 and future developed engines.

There is also a need to cater for the current owners of Biland SA 250 engines and encourage them to join or re-join AKA clubs with the prime objective being to increase TAG 125 numbers, especially in areas where clubs struggle to get enough numbers to run either a separate Rotax or Leopard class. But when combined with the Biland SA 250 to form one class numbers may reach the 20+ with a prime example of this being Tasmania where I have sold five engines already. In states such as Tasmania where the population is low and the number of karters available to participate is lower than mainland states, the ability for owners of any engine listed under TAG 125 to compete has to be made available and I'm sure most clubs would much rather run one Tag 125 class with 20+ entries than two separate Rotax and Leopard classes with only say 5-7 in each class.

In closing, I would ask that if it is too late to amend the 2011 AKA manual with my requests relating to the Biland SA 250 and its eligibility, that an Addendum be issued clearly identifying not only the Biland SA250 but all other engines currently listed under 44.01 be made eligible at all meetings wishing to conduct a TAG 125 class.

Your consideration in this matter is much appreciated and I'm sure you will agree, this is a positive step to ensure the survival and ultimately growth of the TAG 125cc class in Australian karting.

Kind regards,



David Catchpole
Motor Sport Activity Manager
Phillip Island Grand Prix Circuit

AKA to respond to correspondence.

Late Items

Item 1 – NSW Item 1 (Rule 32.09)

Restricted 125 Class – Limitations on drivers.

This proposal requests that rule 32.09 be revised to include:

That all B grade drivers be permitted to enter in C grade (Restricted 125 Class) races at the discretion of the organizing club responsible for the race meeting.

The B grade driver would not be required to downgrade his or her licence on the condition that the competitor is ineligible to earn club championship points in that C grade competition.

Refer to Item 8.

Item 2 – NSW Item 2 Rule 19.17 (b)

Lap Scoring Recording and Timing (Performance)

Add to rule 19.17 (b)

Discretion in relation to performance rests with the chief timekeeper

Industry Item

Strike Products

The future of Yamaha KT100J engine within the AKA class structure.

Document attached.

Discussed

To be part of Planning for the Future discussion

Meeting concluded at 5.30pm

Sunday 13th February 2011

Meeting recommenced at 9.15am

Delegates advised of change of dates for the Committee Conferences. New dates are 24th, 25th & 26th June 2011.

Dunlop tyre omission:
Addendum required

Rule 42.08 Braking:
Change to read:
Front wheel brakes may be used.
Effective immediately

Rule 42.05 Tyres
Change to read:
Bead retention is compulsory as per R23.02.
Effective immediately

E Social Licence R13.15.1

Moved: TAS

That the E social licence be made available to the States at a cost of \$35 with a suggested recommended Retail price of \$49. The Licence holder is eligible to compete after completing an OLT at 1 club race meeting in a 12 month period in an appropriate class as per rule book.

Seconded: NSW

CARRIED

Amendment to Rule 13.15.1 c

Amendment to read:

Moved: SA

E grade social practice only licence holders are permitted to compete after completing an OLT at 1 club race meeting in a 12 month period.

Seconded: WA

Abstain: NT, QLD

CARRIED

Effective immediately

N:\AKA\Conferences\NKC Secretariat Conferences\2011
Meetings\February\Minutes\Minutes NKC Mtg.APPROVED dist.doc

Date Created: Feb 2011

Date Amended:

Page 13 of 14

AKA INC.

Administration tidy up's:

Moved: NT

To accept administration tidy up's as noted.

Seconded: WA

CARRIED

CIK/IKC amendments:

Moved: TAS

Adopt changes as presented.

Seconded: WA

CARRIED

Item 9 – Qld Item 1 (Barrels)

Discussion

Moved: QLD

To use the old rotax cylinder No.223997 until the end of 2013 in TAG restricted classes.

Seconded: NSW

Against: VIC

CARRIED

Moved: WA

The NKC to hold a meeting 30th April & 1st May.

Seconded: NT

Absent: TAS

CARRIED

Meeting concluded at 3.30pm