



**NKC/SECRETARIAT MEETING  
AGENDA  
Telephone Conference  
Wednesday 10<sup>th</sup> April 2013  
@ 8.00pm AEST**

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Attendance online - (by Telstra)

AKA National President	Craig Denton
AKA Vice President	David Kissock
AKA National Secretary	Pam Arnett
AKA Executive Member	Troy Hunt
National Officials Coordinator.	Brian Sparrow
Nationals Technical Coordinator.	Les Allen

AKA Media Marketing Manager Lee Hanatschek

NKC Delegates:

Victoria	Brett Hughes
New South Wales	Steve King
Northern Territory	John Gatt
Tasmania	Steph Peters
Western Australia	Gary Light
Queensland	Mark Hogan
South Australia	Nathan Burgess

Not on line at the start of the meeting:

South Australia	Nathan Burgess
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Approval of Minutes from last meeting:

Moved : NT

Second:NSW

Carried

Business arising from the minutes: NIL

Pecuniary Interests declared by NKC Delegates and AKA Executive/ Coordinators.

## **AGENDA ITEMS:**

**Item 1 Budget for Approval**, 2013 figures (AKA President) see attached.

David Kissock presented the budget to the NKC and went through how he came to the budget figures presented.

Delegates asked a few questions on the budget to David Kissock.

AKAQLD – spoke on not receiving the agenda until Monday and didn't have time to go through it. If agenda items are not forthcoming within the time period then it is hard to get the agenda out on time.

Moved: NSW

Move the 2013 Budget as presented to the NKC.

Second: WA

Tied Vote Motion: Lost

Moved: TAS

A telephone conference is called to accept a new updated budget in three weeks time.

Second: NSW

Carried

AKAQLD delegate asked about an electronic copy of the financial documents handed out to the NKC at the last NKC meeting. He stated that the State secretary requested these but was told he could not have them?? This was not the case as they are an AKA document. What was stated was that the final Audited figures signed off by the AKA could not be distributed until the NKC had accepted them. As no questions had been raised re them they can be distributed.

These documents to be forwarded to AKAQLD.

### **Karting NSW:**

Item 2 Vintage licences

Spoke about the cost of a Vintage licence. This is a state issue.

Item 3 AKA Limited. - Briefing on 5/6 April Executive/Board briefing.

This weekend went well, giving the new board an over view of the AKA. Many key speakers attended the meeting to address the board.

The incoming board have a clearer understanding of the business of the AKA and have set specific time frames and goals in place for future meetings. Number one priority is the committee structure and calling for nominations.

Item 4 Live Credit Card - CMS - What is happening.

Thought Patterns have been involved with a large project that is coming to an end. They have advised that the Secretaries items are first up and that the quotation for the Live Payment Module will be forthcoming.

Item 5 Nationals Briefing.

The Nationals was well ran congratulations to the GKCSA they done an exceptional job in having everything they said they would do when they applied for the event in place.

The entries were lower than what we thought they would receive however there was a couple of factoring situations that may have caused this. Pro tour, CIK , Victorian karting series and the Victorian Open leading up to the AKA Nationals.

Discussion on presentation maybe this could be improved by holding a post racing presentation again and a few other issues that the Nationals committee can discuss and put forward for consideration.

The National's coordinator to continue working with Karting NSW and Newcastle kart club in preparation for the 2014 Nationals.

Item 6 A1 Process - why are delegates receiving letters of complaint direct? The matter is a State matter only.

- The VKA is attending to this issue and it is currently being sent to a tribunal.
- The tribunal is being handled by the AKA National Prosecutor.

Item 7 Calendar dates - Nationals - CIK - Pro Tour - other major events of National significance - should be 4 weeks between events. for 2014 Calendar.

- Nationals committee/NKC to look at this for the future.

Item 8 Future engines - update on legal issues.

Item 9 Insurance - proposed review on benefits to drivers - senior to Junior.

- Withdrawn NSW to forward a document to the NKC.

Item 10 Fuel - Elf, VP need establish need for having other than Bowser fuel.

- Craig Denton to get a legal opinion on this.

Item 11 Pit crew Waiver Cards - need to do away with waivers being issued on the day - legal issue of not being able to produce waivers.

- This needs to be looked at and have electronic.
- Steve King/Pam Arnett to work on this.

Item 12 Drug policy - Testing procedure in Manual - Suggested/minimum Penalties for Stewards/Tribunes.

- Brian Sparrow to work through this process to include the lick stick and the penalties.

Item 13 Strategic Planning - What's happening.

Bob Baker presented the plan to the incoming Board members.

This has formed a great basis for them and the board will be discussing in due course.

Item 14. Speedway Addendums proposed for the 2013 Karting Manual.

Both speedway clubs – CCSKC and NSWKC – have conferred with their members and committees and are proposing the following two changes to the 2013 Karting manual –

14.1 Change the following specification for the Speedway KT100S Modified Class

**44.10 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.

.....

**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 – 53.85m

(ii) Stroke – 46.13mm

To the following -

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

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.....

**Non-tech Items**

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**Displacement**

Maximum bore and stroke including 10% tolerances are:-

(i) Bore – 55.00mm

(ii) Stroke – 46.13mm

Amend bore to 55mm including a 10% tolerance.

NSW Motion :Addendum to be effective 1<sup>st</sup> August 2013.

With implementation date of 1<sup>st</sup> August 2013.

- These items to be presented to the committee conference.

Reasons:

- a) to correct typo – should be mm
- b) both clubs have followed this through at request of their members to allow consistency across all Karting organisations running these engines
- c) this will allow further drivers from other Karting organisations to also participate in AKA events
- d) it will allow competitors to continue to rebuild engines for longer, thereby helping to reduce costs
- e) See below supporting email from Strike products
- f) Implementation date has been selected to not disadvantage those who have just rebuilt engines, and to enable engines meeting this new specification to be available for special Speedway meetings starting in August.

From: [ken@strikeproducts.com.au](mailto:ken@strikeproducts.com.au)

> To: [baines\\_wayne@hotmail.com](mailto:baines_wayne@hotmail.com)

> CC: [steve@kingracing.com.au](mailto:steve@kingracing.com.au)

> Subject: STRIKE's piston position for AKA speedway

> Date: Thu, 31 Jan 2013 08:27:15 +0800

>

> Wayne,

> > Thanks for your time this morning re the Ø53.85 maximum bore size for  
> KT100S.

>

> Currently the available rings (from St George) go up to 53.50 with nothing  
> until 54.0 at which point there are lots of sizes, typically 54.25, 54.50,  
> 54.75 & 55.00(giving around 110 cc).

>

> We currently supply other forms of dirt karting, eg AIDKA, NASA & SKAA that  
> do permit a bore size of up to around 55.0 mm. For these, we can supply  
> nominal sizes, or, as is often the case, to a particular size usually within  
> 0.01. This gives the barrel an almost unlimited life.

>

> For ease of competitors that race under multiple associations, changing the  
> maximum piston size will allow engines to be compatible across all  
> associations.

>

> Because of this situation, we feel it would be a relatively simple matter  
> for the AKA to consider a rule change (via an addendum) to allow the maximum  
> bore size to go from 53.85 to 55.0.

>

> We do recognise that this might not be something that could be implemented  
> immediately for the reason that many of your AKA karters have just freshened  
> up their motors (within the Ø53.85 rule) for the coming season and might be  
> disadvantaged by others running larger bore engines.

>

> Please feel free to contact ourselves if you need any other information.

>

> Thanks

> Ken Seeber

> 08 9303 4915

**Item 14.2 Motion:**

1. Change the following age limit for Speedway Quad Bike driver use –

**44.13 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

To the following –

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

- a) Drivers/riders to be **18** years or over
- b) Safety vests to be worn at all times

With the implementation date – as soon as approved by NKC.

Reasons:

- a) To be consistent with the remainder of the AKA Rule Book and recent insurance updates/amendments adjusting minimum ages of volunteers.

**Item 14.3:** Addendum to be effective immediately.

Moved QLD  
Second:NSW  
Carried

**Item 15: Tom Nipperess (National Track Safety Coordinator)**

I would ask the A.K.A. to consider the supply of equipment to each Track Inspector. This would give consistency to measurements across all states and eliminate the arguments that clubs bring up. If all equipment is calibrated the same, then we would have our national standard to enforce.

The basic equipment required would be

- 1 A calibrated light meter
- 2 A calibrated measuring wheel
- 3 Digital camera

These items need not be expensive but a common calibration.

NKC have asked Tom to cost the items and bring back to the NKC for approval.

**Item 16 : Brian Sparrow – (National Officials Coordinator)**

1. Rule 19.11 Eligible Classes for State Closed Titles.

Current rule reads;

**19.11 Eligible Classes for State Closed Titles.**

Eligible classes for State Closed Titles will include those listed under National Championships, (rule 20.10) plus up to an additional six (6) classes as approved by the relevant State Karting Council.

Proposed change to read;

Eligible classes for State Closed Titles shall be decided by the relevant State Karting Council, up to a maximum of 16 classes. Classes must consist of those regularly run within the state.

Reason:

Currently, the rule stipulates the 9 National Championship classes plus up to 6 others. Included in the six others needs to be Cadets, Rookies, Over 40's Clubman, Jnr Rotax, Rotax Light, Rotax Heavy, Tag 125 Light, Tag 125 Heavy, Restricted 125 Light, Restricted 125 Heavy.

In some states, some of the less popular National Championship classes will struggle to gain minimum entries to constitute a class. These states need the option to be able to replace these less popular classes with more popular classes that are consistently run in their state.

Moved: TAS  
Second: QLD  
Carried

Moved: TAS  
Effective immediately  
Second:  
Carried

Item 16 . 1

2. The following new rules need to be inserted into Chapter 1 of the Manual to allow for the introduction of the new Infringement Notice.

New rule 1.37

**1.37 PENALTIES:**

Penalties will be applied during a race meeting for breaches of these regulations via (1) one of the following procedures;

a) Penalty Notification Form:

A Penalty Notification Form is issued by a Steward of the Meeting when an established breach of rule/s is determined by a 'Judge of Fact' decision. These penalties are all prescribed penalties for established breaches and are non-appealable.

b) Infringement Notice:

An Infringement Notice may only be raised by an Official of the Meeting ie., (Clerk/s of Course, Steward/s or Judges of Fact) when they determine that an alleged breach of rule/s has occurred. Only the minimum prescribed penalty for the established breach of rule/s, as set-out in chapter 6 of this manual, may be applied. Competitors who admit to the breach and accept the minimum prescribed penalty, waive their rights to Appeal the matter.

A Steward of the Meeting must countersign this paperwork before the penalty can be applied.

Competitors who choose not to admit to the alleged breach/es must have an AKA Form of Complaint raised against them for the same breach of rule/s, inviting them to a Steward's Hearing to defend the charge/s.

c) Form of Complaint:


As per chapter 7 of this manual, a Form of Complaint may be raised for an alleged breach of these regulations, resulting in a Stewards hearing being convened to deal with the complaint, and if necessary, apply one or more of the established penalties as described in rule 6.01. Any penalty applied must not be less than the minimum prescribed penalty for the established breach of rule/s, as set out in this chapter 6 of this manual.

Moved:TAS  
Second:VIC  
Carried

Effective immediately.

Item 16.2

Replace the existing Stewards Quick Reference Guide and Suggested Penalties for Non-Conformance of an Engine or Part tables from pages 53 and 54 of the manual and replace with the following 'Minimum Prescribed Penalties' table.

	<b><u>MINIMUM PRESCRIBED PENALTIES</u></b>	
<b>OFFENCE</b>	<b>RULE NO</b>	<b>PENALTY</b>
Abuse or Intimidation	5.01(a-e)	Exclusion from meeting
Alcohol / Drugs consumption	1.11, 17.16	Exclusion from meeting
Baulk line infringement	17.04 & 5	Exclusion from section of event
Baulking – abnormal directional changes / failure to maintain racing line.	16.27	+ 5 second time penalty
Chequered Flag Infringement (Passing karts after the finish)	15.18	\$50.00 fine
Consumption of alcohol (Prior to the completion of the meeting)	1.33	Exclusion from meeting
Cause contact between karts.	16.23(a)	+ 10 second time penalty
Dangerous or over aggressive driving.	16.23(b)	Exclusion from section of event
Driver's briefing – failure to attend	16.02	\$50.00 fine
Driving on circuit in opposite direction to racing.	16.15	Exclusion from meeting
Ducking head during racing	16.24	\$50.00 fine
Failure to obey a proper order of an AKA Official	5.01(w)	Exclusion from meeting
Kart – obstruction of circuit –fail to remove kart to safety	16.16	\$100.00 fine
Practice – failure to take part	16.04	\$50.00 fine
Re-join circuit and fail to re-dress gained advantage within 1 lap.	16.18	Exclusion from section of event
Restart (push start) during qualifying / racing.	16.10	Exclusion from section of event
Shaking hands with another competitor whilst driving.	16.25	\$100.00 fine
Smoking in unauthorised areas.	17.14	\$50.00 fine
Speeding / dangerous driving on the in-grid	16.23(b)	\$100.00 fine
Yellow Flag / Lights – failure to slow and signal appropriately	15.08	+5 second time penalty
Yellow Flag / Lights – failure to maintain position	15.08	2 place penalty per position gained
Red Flag / Lights – failure to cease racing	15.11	Exclusion from section of event
Removal of safety apparel in unprotected area.	16.20(b) (c)	\$100.00 fine



## NON-CONFORMANCE OF AN ENGINE OR PART

NON-CONFORMANCE	RULE NO	MINIMUM PRESCRIBED PENALTY
Engine failed cc test	26.01	Exclusion from the meeting plus 1 month licence suspension
Illegally machined part	5.01(o)	Exclusion from the meeting plus 3 months licence suspension
Tampering of engine ports	5.01(o)	Exclusion from the meeting plus 6 months licence suspension
Airbox infringement (tampering)	5.01(o)	Exclusion from the meeting
Exhaust infringement	5.01(o)	Exclusion from the meeting
Restrictor plate infringement	5.01(o)	Exclusion from the meeting
Exhaust length (Cadet / Rookie)	27.02 / 28.02	Excluded from that section of the event
Barcoded engine / chassis seals	1.30.10 / 1.31	Exclusion from the meeting
Non-conforming fuel	22.02 / 22.02.6	Exclusion from the meeting plus 12 months licence suspension.
Tech infringement during an event	25.23	Excluded from that section of the event.
Kart Formula Infringement	Chapter 25	Excluded from that section of the event.

Moved: NT

Second: NSW

Carried.

Effective immediately. Brian to fix up a few issues in the document.

### **Item 17: KartingWA**

#### CHAPTER 48 - LONG TRACK KARTING

##### **48.01 Track**

The track must satisfy the requirements of Chapter 17, with a minimum track width of 8 metres, or be a Cams approved super kart circuit. The circuit must be inspected by a AKA state track inspector.

##### **48.02 Tyres**

Tyres for each class will be as per class rules and/or at the discretion of the promoter. All tyres to be either AKA or Cams approved.

##### **48.03 Weights**

Kart weights will be as per respective class weight requirements in the relevant class chapters and/or at the discretion of the promoter. However state approval must be given via permit approval.

##### **48.05 Licence Requirements**

As per current AKA Manual

Seniors and Juniors are not to be mixed as per the AKA manual

Minimum B Grade licence required for Super Kart Classes

##### **48.06 Technical Regulations.**

Unless otherwise specified in this chapter Kart specifications will be taken from within the guidelines of the AKA manual, current or past and/or the CAMS super kart chapter and/or CIK manual at the discretion of the promoting club and/or group, however state approval must be granted via permit approval and/or state rules.

##### **48.07 Bodywork**

Unless otherwise specified bodywork specifications will be taken from within the guidelines of the AKA manual, and or the CAMS super kart chapter and or CIK manual. State approval must be granted via permit approval.

##### **48.07 Method of Racing**

As per current AKA manual

#### 48.08 **Officials and Procedures**

As per current AKA manual

#### 48.09 **Flags**

As per current AKA manual

**SA delegate joined on line.**

Moved: TAS

Second: NT

Abstained: SA

Carried.

Above document to be forwarded to the AKA insurers.

Moved:

Effective Immediately subject to approval

Second:

Abstained: SA

Carried.

General Business:

1. Wet tyre tendering discussion.
2. Craig reported on the Formula 1 kart display and his interaction with CAMS at that event.
3. Craig Denton reported on AKA insurance recommendation on Hi Viz garment to be worn on the in grid – out grid and the track infield by officials and anyone that is going onto the infield.

Pam Arnett to put together a memo out to all states in regards to Hi Viz garment use. Also the use of wrist bands and photo ID that is required to be allowed access to the Ingrid and out grid.

4. AKAQLD – situation.
5. Walbro Carby situation. Craig Denton discussed the current situation in regards to tribunals that have given penalties to competitor's recently. AKA looking into appealing the severity of the licence suspension only.
6. NT Delegate - John Gatt – asked the question in regards to a competitors that hold B grade kart licence for a number of years but haven't raced for approx 5 years should they be allowed to compete in a class for B graders?

There should be a number of events they need to compete in to keep their grading

This to be an item for the committee conference.

7. 2013 Committee conference to be held in either Melbourne or Sydney 13/14<sup>th</sup> July.

August final meeting of the Australian Karting Association Inc to be held on the 17/18<sup>th</sup> in Sydney. Also looking at Brisbane.

Some NKC members suggested Sydney/ Melbourne.

Meeting Closed: 10.45pm AEST

#### ACTION ITEMS:

1. Pit crew Waiver Cards - need to do away with waivers being issued on the day - legal issue of not being able to produce waivers.  
This needs to be looked electronically.

Steve King/Pam Arnett to work on this.

- 2 Tom Nipperess (National Track Safety Coordinator)

The basic equipment required would be

1 A calibrated light meter

2 A calibrated measuring wheel

3 Digital camera

These items need not be expensive but a common calibration.

NKC have asked that Tom Nipperess look into the cost of the items and bring back to the NKC for approval.

- 3 Drug policy - Testing procedure in manual - Suggested/minimum Penalties for Stewards/Tribunes.

Brian Sparrow to work through this process to include the lick stick and the penalties.

- 4 Hi Viz garment to be worn on the in grid – out grid and the track infield by officials and anyone that is going onto the infield.

- 5 Live Credit Card - CMS – Ongoing

- 6 Fuel - Elf, VP need establish need for having other than Bowser fuel.

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- 7 Long Track KArting. Above document to be forwarded to the AKA insurers.

- 8 Pam Arnett to put together a memo out to all states in regards to Hi Viz garment use. Also the use of wrist bands and photo ID that is required for access to the Ingrid and out grid.