

Australian Karting Association Inc

Technical Committee

AGENDA

**Saturday 13TH & Sunday 14TH
JULY 2013**



Venue: Rendezvous Grand Hotel, MELBOURNE VIC.
328 Flinders Street VIC 3000
Date: Saturday 13th & Sunday 14th July 2013 - 9.00AM

TECHNICAL AGENDA ITEMS:

WA Item 1 Carburettor venting

Confusion resulting from Addendum No. 9

On 24/1/13, Version 7 of the Rotax rules came out, with rule 15.13 reading as follow:

“Float carburettors must have a catch tank (minimum 100ml) included in the carburettor vent system to catch surplus fuel in the event of the carburettor flooding, as per rule 22.04 of the AKA Manual.”

Then on 20/2/13 addendum 9 was released which, amongst other things, indicated the removal of Rule 22.04 Overflow Bottles which pertained particularly to carburettors and changing Rule 22.03 Fuel Container with the addition of the overflow bottles (presumably relating to the fuel tank only) However, maybe it was considered that a float carburettor is a “fuel container” and this might have made sense.

However on 26/2/13, a press release from IKD reads as follows:

“At the AKA meeting held last week, the NKC have agreed to allow us to run to “World Rules” in regards to the overflow tubes on Rotax carburettors. This is great news and means that competitors will be able to simply run the 180mm black tube that is supplied with Rotax engines from new and there is no longer the need to worry about these overflow tubes going into an overflow bottle etc.”

More confusion and subsequent potential misinterpretations. We consider this to be a mess and needs to be resolved, taking into account the following:

1. As CIK KZ Tech regulations indicate nothing about float carburettor venting etc and with Rule 22.04 being deleted, then can we assume that these can run with NO vent lines/overflow bottles, allowing fuel to potentially spill out onto track? Ditto for other engines running float carburettors in the Open class
2. If the Rotax world rules refer to Rule 22.04, which has been deleted, what does this mean?
3. Do we believe the release re.a new fuel line (with no overflow bottles), as this didn't come from the AKA, but from IKD? IKD surely cannot release informal/rules outside of the AKA system or can they?

This needs to be tidied up asap.

WA Item 2 Walbro carburetors

Confusion regarding Rule 25.26.1.d) and Rule 25.26.i) B

Recently some Walbro carburetors have been deemed illegal in Victoria, relating to an interpretation of this rule. At a subsequent hearing, it was stated that the carburettor “did conform to the rules”, but in the opinion of the STO that it was “illegally machined”, the charge being under Rule 5.01 (o). This has created all sorts of uncertainty and many engine builders are now completely in the dark as to whether “their” carburetors are illegal or not.

This needs to be clarified for once and for all. The rule reads as follows:

“As cast (area will extend from the front of the carburettor to the progression discharge jet which must have all or portion of this jet in the cast area.)”.

The actual machining on the carburetors in question was as follows (see also adjacent picture):

1. Enlarge the hole size of the progression jet. This has been clearly done by drilling, resulting in a round (ie circular) hole as was originally the case with the original factory supplied carburettor. This modification is allowed under Rule 25.26.1 d).
2. Enlarge the machined throttle bore from Ø25.4 to within the maximum allowable of Ø25.7 (as allowed under Rule 25.26.1.i).C).
3. Increase the depth of this machining such that it breaks through the progression jet hole, but still retaining a portion of this hole to be surrendered by the cast venturi bore (as allowed under Rule 25.26.1.i).B).

As such, it must be seen that such carburetors are legal and not in breach of any relevant rules.

Things that need to be taken into account:

1. Consider deletion of Rule 5.01 (o)
2. Consider just how many Walbro carburetors have been machined through the progression jet over many years and there has been no issue to date. All done in good faith and to the current rules, that incidentally read exactly the same in the 1997 AKA handbook (and possibly earlier)
3. The AKA is suggesting that the National & Clubman classes are to be replaced with all new motors, so let's not consider imposing unnecessary costs on to the karters

4. The Rule 25.26.i) almost invites the machining in this area
5. The only beneficiary of a change to the rule to eliminate any such machining and forcing replacement carburettors would be Walbro.

Qld Item 2a : Walbro Carbies for Clubman & J

When back boring the Walbro carburettor, the tool, usually a boring bar, will almost certainly have a radius on the cutting tip, and the angle may not necessarily be set exactly to 90 degrees. The size of the radius may vary quite considerably, as might the angle at the base of the back bore. A great variety of radii and angles have been used for 20 years or more, and quite a number of engine tuners have been incorporating these variations. Alter the following rules from :-

KTJ 1.10 & KTS 1.11 Carburettor:

- (a) It is permissible to machine the Walbro carburettor body to
 - (i) conform to dimension E
 - (ii) conform to dimension C
 - (iii) accept an O ring for the low speed jet and throttle shaft.

To now read

KTJ 1.10 & KTS 1.11 Carburettor:

- (a) It is permissible to machine the Walbro carburettor body to
 - (i) conform to dimension E
 - (ii) conform to dimension C. **The radius and angle at the end of the machined back bore are non-tech.**
 - (iii) accept an O ring for the low speed jet and throttle shaft.

NSW Item 2b – Comer SW80 Carburettors

Karting NSW recommends the addendum regarding the Comer SW80 carby be rescinded and reworded to reflect the modification of new carbies to conform to the original carbies.

Vic Item 2 c: Chapter 25 Rule 25.26

Discussion – chamfers – over hole's. Has the surface area been increased?

Should all chamfers be concentric to back boring?

We should have in the rules what we can do – if it is not in the manual then you cannot do it.

WA Item 3 Crankcases

Confusion regarding Rule KTS 1.09

A national championship win in 2012 was lost based on a technicality relating to crankcase machining. The adjacent picture shows a standard crankcases (on the left) and the “claimed illegal” crankcases (on the right). The obvious difference being the increased diameter of the crankcase mouth.

Rule KTS 1.09 states “All machined surfaces may be re-machined as long as engine is within any other specifications within the rules”. This mouth is machined from the factory. Nowhere in the rules is there any reference to this in terms of size, shape etc.

This went to a tribunal in late 2012 where it was appeal was lost. So now, we are in a position where the rulebook says one thing, but a “technical opinion” can seemingly override this to the detriment of the karter in question and, ultimately, the AKA in general. Why have rules where someone makes changes, clearly within these, rules yet be penalised for something deemed to be illegal?

WA ITEM 4

New rule

The above 3 (WA 1, 2 & 3) agenda items indicate a fundamental flaw in the AKA technical procedures relating to a perceived illegal component. The key feature of a required procedure is that if a competitor can reasonably argue (not just in front of a technical inspector, but also an independent steward) that a component is within the rules, then that component should be bagged, photographed etc and this evidence be circulated to all the STOs for their comment. Under these circumstances, no charges could be laid. Such a basic (and draft) procedure could read as follows:

1. A particular component is identified by an inspector, that in his/her opinion might breach the rules.
2. Competitor (or representative) presents their case as to the legality of the subject. A steward(s) make the call based on input from both parties. If there is any, even slight doubt re the perceived illegality, the steward initiates that the component (and/or relevant information) be circulated to all the STOs along with a (subsequently supplied) written argument by the competitor.
3. The NTO coordinates this and the responses from all the STOs such that a majority decision can be made.
4. Should the decision go against the competitor, then they are appropriately charged

5. Should the decision favour the competitor then any placings by the competitor etc are retained.

6. Should there be any perception that a rule be read in any other way than clearly and unambiguously, then that rule must be immediately rewritten and an addendum released. This would apply to both a scenario as above, but also in any hearing or tribunal where there is argument re the interpretation around a rule.

Importantly, Rule 5.01 (o) must be removed. This seemingly goes against fairness to the competitor and gives unfettered rights to an official to be able impose an opinion that may be in contrast to what the rules actually state. This is key to the above procedure.

If we don't have some checks in place, such as the above, then we can be seen as potentially a questionable and flawed organization that is (or at least can) be doing a disservice to our customers, the karters.

Qld Item 4a : Technical Infringements Rule 5.01(o)

At the present time, the stewards rely on the opinion of Technical Inspectors and Scrutineers in deciding compliance or not. Rule 5.01(o) negates any defence on the part of the competitor. It relies totally on the opinion of the official. This completely denies a competitor a fair hearing.

Even in the event that several other officials may deem an item to be compliant, it only requires the opinion of the one official at a hearing who considers an engine, part or accessory to be non compliant to gain a conviction.

Change the current Rule

5.01(o) Use an engine, part or accessory which, in the opinion of the officials, is illegal under these rules or has been illegally modified;

To now read:

(o) Use an engine, part or accessory which does not comply with the relevant Technical Specifications.

WA Item 5 Scrutineering form (Last revision 2007)

Suggested changes are as follows:

2. Rule 25.17 (f) needs to be changed to Rule 25.17.5 (c)
3. Rule 25.17 (e) needs to be changed to Rule 25.17.5 (b)
4. Rule 22.04 (f) needs to be changed to Rule 22.03 or whatever after addressing WA AGENDA ITEM 1

5. Rule 13.10 log Book. We don't have one now and this ruler currently relates to Disabled Drivers.
6. Remove section relating to make of engine or engine number as these have effectively been superceded with the use of bar coded seals. Possible revue the Chassis and Muffler tag number sections as well.

WA Item 6 Rule 25.31.4

Cameras on Karts

Remove "(if over)", to imply all cameras must be secured

QLD Item 6a. Rule 25.31.4

Cameras on Karts

Remove "(if over 100gm)",

Reason - to ensure that all cameras must be secured and not become missiles

WA Item 7 Rule 25.19.3

Weight

Remove sentence "Large widths may require additional high tensile bolts" as this is covered in 25.19.1 and it also has a typo.

WA Item 8 Rule 26.04

Step 3. Port Timing Check.

Remove the "Ø" symbol or use it everywhere in reference to the 5 mm pin.

Qld Item 8 a Rule 26.04

Step 3. Port Timing Check.

Remove the "Ø" symbol

Reason - unless used everywhere to describe the 5mm it should not be used

WA Item 9 Rule SW1.04.4 Cylinder head

Add "a minimum of" in the first sentence.

Qld Item 9 a . Rule SW1.04.4

Cylinder head

Add "a minimum of" in the first sentence

Reason - Unless minimum is noted the rule means nothing

WA Item 10 Rule SW 1.11 Exhaust

Dimensional diagram Rule SW 1.011 of the muffler stinger shows an internal diameter of 18 mm, with an Area of Tolerance of +/- 1.0 mm. This would imply it could be between 17 & 19 mm. However in the Diagram in Rule SW 1.07 it indicates just Ø18. Further to this, Rule SW1.08.3 indicates a (conflicting) maximum diameter of 18.5.

This needs to be rectified.

Qld Item 10a. Rule SW 1.11. Exhaust

Dimensional diagram Rule SW 1.011 of the muffler stinger shows an internal diameter of 18 mm, with an Area of Tolerance of +/- 1.0 mm as per homologation #46. This would imply it could be between 17 & 19 mm. However in the Diagram in Rule SW 1.07 it indicates just Ø18. Further to this, Rule SW1.08.3 indicates a (conflicting) maximum diameter of 18.5.

Reason - self explained above

WA Item 10 Restrictor plates.

Suggest a new rule (eg Rule 25.33) that reads:

“The central hole in the restrictor plate must be sharp edged on both sides, typically as sharp as the other edges on that or other restrictor plates. It must be stock appearing”

Also suggest that any new restrictor plates be manufactured with, say a Ø3 mm hole, in the external tab to allow easier sealing in certain instances (eg Rotax).

WA Item 11 Rule 25.28

Suggest that this be retitled “Ceramic Bearings and Coatings” and add to the text, “Ceramic coatings are permitted on brake discs, but NOT permitted on or in an engine or its necessary ancillaries including the exhaust” and also add “Any ceramic in spark plugs and ignition components is permitted”

NSW Item 12 – Comer SW80 Carburettors

Karting NSW recommends the addendum regarding the Comer SW80 carby be rescinded and reworded to reflect the modification of new carbies to confirm to the original carbies.

NSW Item 13– Ceramic Coating

Clear guidelines to be provided by the National Body on this issue.

NSW–Item 14 –Rewinding the ‘J’ Stator

Relisting discussion on “J” Stator Rewinds

Reason: Reduce the costs to karters can be easily tested for compliance.

This item was forwarded to the NKC by the Technical Committee in 2012.

Qld Item 14a: J Stators –

Rule KTJ 1.09 Ignition:

It is permissible to repolarise or remagnetise rotors. The older ignition stator is no longer available. Consequently, it makes good sense to allow stators to be re-wound. Provided that the coil resistance and the coil is otherwise maintained within manufacturer's specs, there is no real reason to deny competitors this service. The coil would only be permitted to be re-wound by an AKA approved service provider.

Change Rule KTJ1.09 from:

- (i) Must be external rotor type and OEM supply.
- (ii) Both CDI and TCI ignition units and Stator Coils as supplied by Yamaha are eligible.
- (iii) No modifications or internal repairs to the “black box/control module” or stator coils on the TCI and CDI ignition system with the exception of the spark plug lead, which can be repaired externally only.

To now read:

Change Rule KTJ1.09 from:

- (i) Must be external rotor type and OEM supply.
- (ii) Both CDI and TCI ignition units and Stator Coils as supplied by Yamaha are eligible.
- (iii) No modifications or internal repairs to the “black box/control module” or stator coils on the TCI ignition system with the exception of the spark plug lead, which can be repaired externally only, **or the CDI Ignition coil, which may be re-wound by an approved service provider.**

VIC - Item 15: Chapter 25.Rule 25.01 (a)

Current Rule:

(a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum overall length of the vehicle shall be 1820mm without nose cone fitted. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.

Alter to read:

(a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum

Overall length of the vehicle shall be 1820mm without nose cone or rear bumper (plastic or steel) fitted. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.

or alter to read

(a) Wheelbase: Shall be a maximum 1270mm and a minimum of 1000mm. The maximum overall length of the vehicle shall be 2100mm with nose cone or rear bumper (plastic or steel) fitted. It is forbidden to have any appendage or protrusion which might be hazardous to other vehicles. Cadets and Rookies Class Only: Wheelbase – Minimum 880mm.

Reason: Karts are longer than current measurement of 1820mm.

VIC Item 16: Crank Shafts

All engine crankshafts' can be hard chromed at bearing and seal surface (class specific)

Vic Item 17: Chapter 25 Rule 25.26

Discussion – chamfers – over hole's. Has the surface area been increased?

Should all chamfers be concentric to back boring?

We should have in the rules what we can do – if it is not in the manual then you cannot do it.

VIC Item 18. Parilla Leopard RL 125 engine

Alter to read:

Heading:

RL 1.12 Ignition (for use in Leopard and Tag 125 class.

..... LAST SENTANCE . Ignition (for use in restricted Tag 125 class)

Qld Item 19. Rule 25.19.3

Weights

Remove sentence "Large weight widths may require additional high tensile bolts" Reason - this is covered in 25.19.1.

Qld Item 20 . Chapter 37.02

It is compulsory that sealable nuts/bolts to be fitted on exhaust studs for restricted plate sealing.

Clarify the rule as 25 for Rotax engines where Chapter 25 describes a sealing nut as follows:

*A sealing nut is an extended head, cylinder or exhaust **nut** that has a minimum 3 mm hole through one end that will allow the fitting of an engine seal/tag. The **nut***

must not be able to turn or be removed once fitted with a seal.

Qld Item 21 . Cylinder Restriction for Restricted TAG Rotax –

Version 7 /2013 Rule 5.5.3

Cylinder 223 997 is only eligible for use in TAG Restricted class until 31/12/2013 in AKA competition. (Addendum # 7, 2011).

Reason - This class is entry level and has club activity status, there is no justifiable reason to have this cylinder removed and have those in these classes incur an unnecessary expense of \$600+ to replace a perfectly useable item.

Qld Item 22. Adjustment of exhaust system

It is generally understood that Rule 25.22 does not allow for the adjustment of the exhaust system while a kart is being driven in a race. By that, it is understood that the length of the exhaust, or the position of any part of the exhaust, cannot be moved or adjusted. It is unclear whether this applies to exhaust power valves, which generally have an adjusting mechanism. The intention is that this is set prior to proceeding onto the track, and is not adjusted while under way.

Change Proposed:-

Rule 25.22 Exhaust Mufflers:

1. General / All Classes

(a) All karts must use exhaust mufflers and comply with noise regulations as per Rule 24.2.

(b) No device capable of being moved whilst racing is permissible in or on the exhaust.

To now read

Rule 25.22 Exhaust Mufflers:

1. General / All Classes

(a) All karts must use exhaust mufflers and comply with noise regulations as per Rule 24.2.

(b) No device capable of being moved whilst racing is permissible in or on the exhaust, **or the exhaust system. Power valve spring tension may not be altered by external adjustment while racing.**

QLD Item 23 : Rule 26.01.8

The method of rinsing an engine which has failed a CC test was changed for 2013. While the new method specifies that the engine must be left for a minimum of 10 minutes, we are finding that even after 20-30 minutes, the cylinder will still appear to be damp, even when a fan has been blowing toward the exhaust port.

Therefore, we need to return to the previous method, which worked well for many years. However, the rinsing must be carried out by a Technical Inspector, in the presence of the competitor or the competitor's representative.

Change Rule 26.01.8 from:

To clean out measuring fluid after failure of first test and before commencement of second test, PULP to be poured into cylinder, rinsed out twice then left for a minimum of ten (10) minutes with the piston turned to open the exhaust, therefore, expelling excess fluid. Cylinder Head and Engine Seal is not to be removed prior to any CC test.

To now read:

To clean out measuring fluid after failure of first test and before commencement of second test, PULP to be poured into cylinder, **motor to be rinsed and blown out twice by inserting air hose into spark plug recess and turning piston to open exhaust, therefore, expelling excess fluid. This must be performed by the Technical Inspector in the presence of the competitor or his/her representative.** Cylinder Head and Engine Seal is not to be removed prior to any CC test.

Qld Item 24 : Discussion Item

Do we need to consider E85 blended fuels for competition?
Yes or No? If not, why not?

NT Item 25: Chapter 22 Fuel

Advice received has indicated that E85 will show up on current fuel testing equipment as an illegal fuel.
This is not information that is readily available to the average competitor.
Given the penalty for illegal fuel is quite severe, to prevent a competitor from inadvertently using this type of fuel and running the risk of suspension we propose the following change:

Insert new rule 22.02 3 (e) – E85 fuel is not approved by the AKA and is not permitted for use. (or words to that effect...)

WA ITEM 26 -Rule 28.02.e

Restrictor plate sealing.

Suggest that this rule be included in TAG125 chapter, particularly on basis that TAG125 might become a National class. If it's good for our kiddies, then why not for the seniors?

NT Item 27: 25.06 Nose Cones

The KG FP7 style nose cone as fitted to a significant number of 2012-2013 karts (including all current DPE/Monaco) has protrusions that do not comply with the maximum width diagram when certain karts are run with a narrow front track.

The suggestion is that for karts greater than 100cm wheelbase, nosecones must either be CIK Homologated, or comply with the diagram as below. For karts less than 100cm wheelbase, nosecones must comply with the diagram (as cadet/rookie karts all have a suitable width cadet nosecone available). Discuss...

NKC Item 28 (CARRIED OVER FROM THE NKA TELEPHONE HOOK UP.)

Speedway Addendums proposed for the 2013 Karting Manual.

Both speedway clubs – CCSKC and NSWSKC – 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 – 53.85mm

(ii) Stroke – 46.13mm

To the following -

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 10% tolerances are:-

(i) Bore – 55.00mm

(ii) Stroke – 46.13mm

Amend bore to 55mm including a 10% tolerance.

Addendum to be effective 1st August 2013.

With implementation date of 1st August 2013.

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

> To: baines_wayne@hotmail.com

> CC: 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

- This item to be presented to the committee conference.

NSW Item 29 – All Committees – Karting Expo : Discussion Paper

The following paper is prepared for the discussion , contribution , addition or deletion of the following ideas in the interest of promotion and enhancement to SHOWCASE the sport in a major EVENT by every sector involved in Karting .

Title : Karting Expo or
 Australian Karting Show or
 Motorsport Careers Day or similar

Venue : Suitable Kart Tracks eg . Eastern Creek Complex using all
 Facilities including Public Hire Karts During the EXPO

Frequency : Rotational . Depending on success of the first event . Perhaps
 only once every 2 to 3 years per state ?

Invitees : National Office
 State Office / s

All Clubs and Venue Club
Host Club of the next Australian Title
All Karting Media and Marketing
ARDC / Cams / FIA rep / CIK rep
Police Media and road safety committees
Speedway Australia / ANDRA / Motorcycling
V8 Supercar / Formula Ford / Formula Vee and similar
All Local High Schools / Vocational Guidance
Local Primary Schools
TAFE Motorsport and allied courses
University Engineering Depts.
Local Radio and Television eg. Sunrise Program 7
Local and Metro Newspapers
Local Minister / Mayor / Councilors
All Karting Industry : Manufacturers / Importers / Retailers
All Karting Ancillary Suppliers and Services

Displays and Demonstrations by :

CIK Competitors in all classes Static and on Track
Pro Tour Competitors in all classes
KIDS Karts
Cadets Rookies and Juniors in all Classes
Senior Karters in ALL Classes
TEKA and Endurance Karters
Speedway Karters in all Classes
Vintage Karters (Old Farts Only)
Industry Displays : Explained Further
Local SWAP MEET for all types of Karting equipment

Cams Superkart clubs

CONCEPT :

Using a planned date that coincides with say the last day of school prior to school holidays AND THAT WEEKEND all Karting Industry Participants have ready on show all their goods and services for demonstration to the general public with a target audience of new and potential Karters . Local High schools be invited to attend.

THEMES :

A focus on driver education and safety.

A focus on motorsport career opportunities.

A focus on family sport.

A focus on engineering and trade skills.

Trade exhibits and bookings taken for test drives of Karts (fees and track hire ?)

Displays of new kart models by manufacturers / importers

Trade sales of demonstration and show equipment

Sample bags and product information to be given to the public Clubs , State and National office to display and sell product eg tools , restrictors , manuals , club memberships , licences , old rule books free etc.

Displays of say Fuel & Tyre testing , Engine dismantling , Kart maintenance , Junior development camps , Driver training camps , Ladies Day and special Events .

Tyre fitting competitions involving the public and competitors sponsored by tyre contractors . Celebrity Karters vs Public for charity ??

Helmet painting displays and prizes.

HUGE SWAP MEET on the weekend supporting the host club say \$10 per vehicle

Coffee Vans and Kids amusements

Kart Trailer Manufacturers Displays and sales

Invitations and FREE passes to the next Australian Title by the host club

Magazine , Photographers , Publishers displays and sales

Hire karts running all day for the general public.

Displays of the latest technology and gadgets used in Karting and sales

Displays of the latest suits , helmets , safety gear etc and trade show specials !

Meet and photos with celebrity Karters eg Winterbottom , Whincup , etc .

Full working Karters Clinic

Displays by Trophy shops (more to target clubs)

Police Radar Gun of Track Speed and Highway Patrol Car display

Speedway Australia Scholarship and awards for Karters

Speedway opportunities for Karters eg Legend cars / Sprintcars / Sedans etc

Karting Officials Training to prospective Flaggies / C of C / Stewards / Starters etc

Sponsorship Training by recognised experts .

Obviously there is lots more to add but you get the idea ??

It is envisaged that all participants be granted FREE access to the event in RETURN for MASSIVE MARKETING EFFORT promoting the event , FREE giveaways and prizes , coordinating test drives and displays of the team drivers , promotion of the tracks hire facilities for the duration of the event and supporting the AKA . The AKA would own the EXPO and generally give all of KARTING a boost!