



**Australian Karting Association (NSW) Inc**  
**State Karting Council Meeting**

Panthers World of Entertainment  
Saturday 15<sup>th</sup> March 2008

**STATE KARTING COUNCIL MEETING MINUTES**

**Item 1 - Confirmation of attendance, proxies and apologies**

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

**Proxies**

Canberra Kart Racing Club  
Coffs Harbour Kart Racing Club  
Forbes Kart Club  
Grafton Sporting Car Club  
Grenfell Kart Club  
Griffith Kart Club  
Gunnedah Kart Club  
Manning Valley Kart Club  
Port Macquarie Kart Racing Club  
Sapphire Coast Kart Club  
The Endurance Karting Association  
Wagga & District Kart Racing Club

**Attendance**

Central Coast Speedway Kart Club  
  
Combined District Kart Club  
  
Dubbo Kart Club  
Goulburn Kart Club  
Lismore Kart Club  
Newcastle Kart Racing Club  
  
NSW Speedway Kart Club  
North Shore Kart Club  
Orange Kart Racing Club  
Sydney Kart Racing Club  
  
Tamworth Kart Racing Club  
Vintage and Historic Karts Australia  
Wollongong Kart Racing Club  
  
President  
Vice President & NKC Delegate  
Treasurer

**Carried By**

Chairman  
Chairman  
Orange Kart Racing Club  
Combined District Kart Club  
Goulburn Kart Club  
Chairman  
Tamworth Kart Racing Club  
Newcastle Kart Racing Club  
Chairman  
Chairman  
Chairman  
Dubbo Kart Club

Trish Maastricht  
Mike Martin  
Greg Smidt  
Bob Blackman  
Lilian Stones  
Arthur Mortimer  
Chris Tidyman  
Barry Fisher  
Derek Ferry  
Tony D'Anniabile  
Tony Johnson  
Howard Whitehouse  
Jordan Cheney  
Grant Eberhart  
Marta Laybutt  
John Walker  
Gary Robinson  
Jeff Tresidder  
Steve Southwell  
Richard Erdmann  
Bob Gallagher  
Max Laybutt



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Committee Member Metro  
Committee Member Country  
State Secretary  
Publicity Officer  
Assistant Clerk of Course Coordinator  
Tribunal Registrar  
Junior Development Officer  
Clerk of Course Coordinator  
Stewards Coordinator  
Officials Panel Communications Officer  
Technical Advisor

Simon Whiting  
Wayne Robinson  
Karen Newton  
Rob Gallagher  
Kim Freer  
Ron Harradine  
Russell Grimson  
Steve King  
Judy Preen  
Warren Henry  
Trevor White

**Apologies**

Assistant Technical Advisor  
Competitor Relations Officer  
Committee Industry Member  
Speedway Track Inspector  
Junior Development Officer Position 2  
State Track Inspector  
Northern Zone Track Inspector  
Western Zone Track Inspector  
Eastern Creek Karts Pty Ltd  
Raleigh Sprint Kart Racing Club  
Ulladulla Districts Kart Club

Les Allen  
Terry Conlon  
Chris Dell  
Jeff Burton  
Troy Hunt  
Tom Nipperess  
Tracy Stewart  
Dick Catford

**Moved** Newcastle

**Seconded** Grenfell

**Motion** Carried 24-0-0

**Item 2 - Acceptance of digital recorder**

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

**Moved** Newcastle

**Seconded** Central Coast

**Motion** Carried 24-0-0

**Item 3 - Open meeting to observers**

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



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**Moved** Goulburn  
Seconded Manning Valley  
**Motion** Carried 24-0-0

**Item 4 - Confirmation of the minutes of the October 2007 SKC Minutes**

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

**Moved** NSW Speedway  
**Seconded** Central Coast  
**Motion** Carried 24-0-0

**Item 5 - REPORTS**

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

Since we last met the Restricted Tag Class has taken place and its introduction has been successful. At the first round of the Tag Super Series there were in excess of twenty restricted 125's and a good number in both light and heavy.

There has been discussion at the National level regarding parity in the Midget Class. Three states that have been authorised to conduct testing.

The smart card is moving forward. A testing day was conducted and the reports that have been given to me were quite successful, there were bugs in the system but that is what the trials are there for.

We have some issues with race meeting reporting and specifically with reporting of incidents. Clubs need to obtain the relevant paperwork that are required to either hold a race meeting or conduct practice.

The work being done by the State Championship Committee is moving forward and we are pulling together a document for use in the future.

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

The NKC has been occupied with the introduction of the 125 Restricted Class.



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We have received complaints regarding the changes made at the November NKC meeting to the Comer S in the Midget class.

The majority of concerns are the cost of converting the Comer S to W and that the J is out of parity with the other two engines. The major concern is to get parity between the SW and J's because they will be the on going engines into 2009, with the S being discontinued because they are no long available.

Parity testing in NSW will be done outside of competition to be fair to the three drivers. Trevor White is looking at testing on the Wednesday after the Nationals at Newcastle. Testing will also be conducted by AKA Qld and VKA and the results will be reviewed at the April NKC meeting.

There has been trialing in WA of a new scanner for bar-coded tyres, it will be used at the Nationals this year. The Technical Committee are also looking at new engine tags with barcodes.

The AKA are restarting the CIK series this year with 125 watercooled electric start engines. Simon Whiting and myself have been appointed to the IKC to try to help them with media and to organise the team agreements. You don't have to run a driver through the whole series you can change drivers at the venues as you go to split costs. We hope the success of this year's series should see the introduction of further classes. In the third year we would be looking at going back to Oceania.

**Item 5c - Treasurer – Max Laybutt**

The December 2007 financials were checked by the accountants. At that point we show a loss of \$3,334.00 which is in line with the budget because the first half of the year is slow, in February we have made a profit. We are trying to run the budget with a minimum profit, the projected profit for 2007-2008 is \$18.00.

Raleigh has paid their outstanding invoices and affiliation fees.

Newcastle has an outstanding amount for late permit lodgments.



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There are two loan applications that have been received today, one from Lismore and one from Tamworth. Once they have been examined they will be sent to the clubs with a report for a postal vote.

The plastic licence system is being tested and debugged. We hope by the end of March the programmers will have made their changes and we will get the committee back together again. I want to keep the system within this group until such time as it has been totally debugged.

The race program is being developed. Warren Southwell from WKRC is doing a fabulous job talking to the other states to get their requirements and putting the whole thing together.

We have a meeting with AMB next week to discuss linking our system with their equipment.

In summary the card system is progressing, we are not pushing it through; we want to make sure it works correctly. I would imagine it will be four to six months before it is out in the field.

We have our best licence numbers since 2002. Midgets licences have increased their participation may have decreased but their licences haven't.

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

There is a new Officials Brochure that will be distributed to the clubs. I would like to thank the two parties involved, Warren Henry for designing the brochure and Partarras Press who printed the brochure for free.

It is a credit to NSW, well done.

**Item 5e – Country Committee Member – Wayne Robinson**

I went to the first round of the Southern Zone at Orange which is turning out to be a popular event, not only for competition but the social side as well.

There are still a lot of members coming through from the Come and Try Trailer.



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The Come and Try Trailer is being transported to Trevor White for maintenance and IKD have offered to donate a JMax engine. Hopefully this year with a few changes it will work a lot better.

We will organise a series of plaques for the suppliers in appreciation of their donations for the Come and Try Trailer.

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

Apologies.

**Motion:** Acceptance of all reports

**Moved** Newcastle

**Seconded** Sydney

**Motion** Carried 24-0-0

**Item 6 – Agenda Items**

**Item 6a – Midget Engine Parity**  
**Proposed by Combined**

To:  
Combined District Kart Club  
PO Box 608  
St. Marys, N.S.W

RE: Item for Discussion at March, 2008 Committee Meeting

Title: Agenda Item for SKC - Midget Engine Parity

Dear CDKC Committee,

I request that the club seek urgent action in parity between engines in the Midget class.

With the changes to the Yamaha 100J restrictor to 13.5mm in 24/06/07 and the latter performance reduction to the Comer S80 in 1/1/09, a situation has arisen in



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which the AKA have no valid parity tests against the SW80 for these two engines in the Midget Class.

The 13.5 restrictor was arrived at in parity test against the 2007 specification Comer S80. The SW80 was parity tested against the 2007 Specification S80. Hence the situation has now developed where there is currently no valid parity data between any of the engines in the Midget class. Disparity in engine performance has clearly become major issue in 2008. Many Midget parents are extremely disillusioned with this present situation. A drastic reduction in Midget entries at meetings within the NSW Metro Areas is evident.

I urge the club to seek the support of the SKC in establishing at the very least parity testing in the Midget class and correcting the current imbalance.

Yours Faithfully

Dennis Sandrone  
CDKC Member

**Being dealt with by National - Midget correspondence has been forwarded to the NKC.**

**Item 6b – Midget Engine Parity**  
**Proposed by North Shore**

NSKC has been approached by a number of disgruntled Midget competitors. The major complaint is the manner in which the recent changes have been made without consultation and the lack of adequate parity testing.

Most understand that changes were needed given the manufacturing demise of the Comer S-80, but are unhappy with the method implemented and the timing of the S-80 retirement.

The major complaint now is that the parity between the SW-80 and the J is poor.

Clubs are already seeing a definite drop off in Midget competitors as a result of these changes.

NSKC would like to see a program of parity testing to determine the size of the J



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restrictor. This testing needs to be performed under controlled circumstances by independent testers on at least three tracks of varying types (e.g. Wollongong, Eastern Creek and Newcastle).

This testing process should be completely transparent and the results reported entirely to the SKC PRIOR to any decisions being made.

**Motion:** NSKC moves that such testing be completed ASAP and the results reported to the SKC prior to end of April 2008.

**Being dealt with by National - Midget correspondence has been forwarded to the NKC.**

**Item 6c – Licence Dispensation**  
**Proposed by Combined**

To the SKC of AKA NSW

I refer to the request from Michael Saller to able him to compete as a junior because of his physical Build.

The club understands Michaels predicament and the disadvantage he has and after studying the clubs records we feel Michael is capable as competing as junior and should be permitted to compete as junior.

His performance as a midget and a rookie confirms he has the experience and is capable of moving up.

Please give Michael the opportunity of moving up

Yours in Karting

Russell Grimson

R.A. Grimson

Secretary

Combined District Kart Club

And State Junior Development Officer

Email from Mark Saller

Dear Karen,



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I am writing the AKA to have a look at our case.

My son Michael Saller is currently in Rookies but we are 19 kilos over.

He is currently 6 months away from moving up to Juniors on his 12th Birthday which is the 30th of August.

Michael has been racing since he was 7 years old and we have always had the issue of being over the weight.

Michael also runs on the dirt which we are 24 kilos over.

I have a lot of people in the karting fraternity that feel that Michael is at a very big disadvantage and may lose interest in the sport and are strongly advising me to put him up into Juniors as they can see his potential.

I am only asking to move him up 6 months early so we can maximise the amount of time we are in Juniors at the correct weight and give him a far go.

The other issue we have is that his Rookie chassis is too small and we require a Junior chassis which will add more weight to the issue.

I look forward to your response.

Kind Regards  
Mark Saller

**Motion:** Forward request to the National Karting Council.

**Moved** Manning Valley  
**Seconded** Goulburn  
**Motion** Carried 23-0-1

**Item 6d – Temporary Affiliation Suspension**  
**Proposed by Executive**

<b>Club</b>	<b>Date</b>	<b>Reason</b>
Canberra	29 <sup>th</sup> – 3 <sup>rd</sup> March 2008	Prokart Event



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**Motion:** Dates noted by SKC.

**Moved** Manning Valley

**Seconded** Lismore

**Motion** Carried 23-0-0

**Item 6e – Licence Discount for Active Officials**  
**Proposed by Officials Panel**

The Officials Panel recommends that active officials receive a discount when they renew their competition licences.

**Motion:** Accept the recommendation from the Officials Panel.

**Motion to be reworded to either a discount on race entry or a licence renewal discount of up to \$15.00.**

**To be resubmitted by the Officials Panel at the next SKC meeting.**

**Item 6f – Southern Junior Development Day**  
**Proposed by Russell Grimson**

Amendment to Junior Development Policy.

**Motion:** The southern Junior Development Day is to be held in the spring school holidays or on a Saturday of a spring term.

**Moved** Newcastle

**Seconded** Goulburn

**Motion** Carried 24-0-0

**Item 7 – Discussion Items**

**Item 7a – Practice Permits**  
**Proposed by Executive**

It is a State Policy to have a practice permit to run a practice day. The practice permit contains the people who are looking after the practice day so we know there are people from the club representing the AKA in control of practice. Practice Permits are also a requirement of NSW S&R. Clubs that own their



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venue can request a practice permit for the financial year. Clubs that hire their venues are able to apply on an individual basis.

The Officials Panel will produce a laminated practice procedure manual, so clubs can follow the same procedure.

Within the next twelve months there is a possibility that legislation may require the people who are in control of practice to have a current first aid certificate.

The state office must be notified if clubs are holding a Come and Try Day, Working Bee and if they are leasing their circuits out.

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

The state policy states that you apply for your race permit and sup regs six weeks prior to meetings, which may be excessive. Please submit them within the calendar month.

Official's panel to amend the state policy to include a fine system to be implemented 1<sup>st</sup> May 2008. The amended state policy is to be distributed as a postal vote.

**Item 7c – Incident Reporting**  
**Proposed by Executive**

It is one thing to delay your race paperwork when nobody is injured, when somebody is hurt is an entirely different matter. We have reporting procedures that we have to abide by for insurance, police and NSW S&R.

An investigation will come into play as far as the AKA is concerned when it is a serious incident. Under no circumstances can you delay your reporting process.

As part of your clubs procedures when somebody is injured or hurt paperwork is to be forwarded to the office immediately. If you want to get additional information you still need to submit the basic paperwork with a brief outline of what occurred so we can do the proper reporting processes.



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We issue track licences on behalf of NSW S&R it is not the AKA that is providing you with a track licence. We have the privilege to hand them out to you, that privilege can be removed from us if we fail to meet our obligations.

**Item 7d – Special Promotional Event**  
**Proposed by Sydney Kart Racing Club**

Promotional event at SKRC on the 3<sup>rd</sup> December 2008.

Email from Bob Baker – Sydney Kart Racing Club

Karen, The Sydney Kart Racing Club seek approval to hold a Promotional Race Meeting on the morning of December 3<sup>rd</sup>. This is a Wednesday and is to support the MS Society in conjunction with the V8 round at Oran Park. The meeting will start at 8.30am and finish at 1pm sharp. It will be a teams event with the V8 drivers participating. If you have any questions please let me know. Regards

**The Executive have approved for SKRC a promotional event which is going to occur at Oran Park. It is during the week, it is in support of the MS Society and also leading into the V8 round, it won't conflict with clubs race meetings.**

**Item 7e – Communications**  
**Proposed by Executive**

Should you have an incident on the circuit, some one is hurt or a major dispute. You should let either a member of the Official's Panel or Executive know. That way we are forewarned to the possible phone calls we may receive and it can be followed up within a couple of days.

**Item 7f – Pit Crew Passes**  
**Proposed by Executive**

We have to start policing pit crew passes. We have a couple of claims with the insurance company where waivers couldn't be located and they don't hold a pit crew pass. Under insurance those claims will be paid but they can claim that they didn't know that karting was dangerous which automatically elevates how much money they can claim. Please start with your own committees and politely police the passes at your clubs.

Pit crew passes will be punched and have a clip in the future.



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The pit crew pass policy to be amended so clubs can issue the pit crew cards. The pit crew pass acknowledges that you are aware karting is dangerous and that they have signed a waiver.

**Item 7g – Come and Try Trailer**  
**Proposed by Executive**

Covered under the Country Committee Members report.

**Item 7h – 2008 PMC Sanctioned Events**  
**Proposed by International Karting Distributors**



**IKD INVITES YOUR CLUB TO BE PART OF THE 2008 RMC**

IKD as part of our re-structuring of Rotax racing in Australia has formulated a National Rotax Ranking. Events will be held all over Australia that are sanctioned by IKD as point scoring events towards the ranking. IKD will then take the results from these meetings to tabulate and publish the Rankings.

It is expected that each state will have a minimum of 10-12 race meetings per year that are sanctioned by IKD as eligible for National Rotax Ranking points with each persons highest 6 rounds counting towards their ranking in 2008.

Advantages of this system are:-

- Gives Australian Rotax drivers their best and fairest chance ever of competing at the Rotax World Final regardless of what state they are from
- Competitors are not locked into a particular series with fixed dates. If a competitor has a wedding or a family holiday planned, it is no problem because the system allows for it
- Competitors can race interstate if they choose but only a particular number of events can count towards their ranking. So the winner will not be the person who simply competes in more race meetings.



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- Provides incentive for competitors to race in order to improve and/or protect their ranking
- Provides incentive for new competitors when they first get published in the rankings



IKD will be publishing the list of sanctioned events monthly in Kart Media and relevant websites which we are confident will result in an increased number of Rotax entries for your club at the sanctioned event.

**HOW DO YOU BE PART OF IT?**

Simply fill in the form following and fax it to IKD on 1800 50 22 76

The only commitment on the part of the club is to the following:-

- Run Rotax as a stand-alone class on the MOJO D2 tyre for the sanctioned event
- Have a duly authorised officer of the club fill in the results form after the meeting and fax it to IKD within 7 days of the race meeting being completed

We would love your club to be part of this new innovative system and thank you for your continued support of Rotax racing in Australia.

Ian Black  
IKD



APPLICATION FOR A SANCTIONED RMC EVENT IN 2008

CLUB: \_\_\_\_\_



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TRACK: \_\_\_\_\_

DATE OF EVENT: \_\_\_\_\_

NAME OF EVENT: \_\_\_\_\_

IS THIS EVENT PART OF ANOTHER SERIES: YES/NO  
IF YES, NAME OF SERIES: \_\_\_\_\_ Round: \_\_\_\_\_

CLASSES THAT WILL BE OFFERED:

Junior Max YES/NO  
Rotax Light YES/NO  
Rotax Heavy YES/NO

IS THERE ANYTHING UNIQUE ABOUT THIS EVENT OR SPECIAL  
CONDITIONS FOR ROTAX CLASSES (eg longer final/extra heat etc) THAT WE  
CAN USE TO HELP IN OUR PROMOTION OF THIS EVENT FOR YOU:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NAME OF PERSON FILLING IN THIS FORM \_\_\_\_\_

POSITION HELD WITHIN CLUB: \_\_\_\_\_

CONTACT PHONE NUMBER: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

FAX TO IKD ON 1800 50 22 76

**It is up to the Clubs if they want to participate. It is suggested that you check tyres etc are per the rule book, if you are in doubt check with the State Office.**

**Item 8 – Late Agenda Items**

**Item 8a – Midget Engine Parity  
Proposed by Goulburn**

Correspondence received from Neil Johnston



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The 13.5 restrictor was arrived at in parity test against the 2007 specification Comer S80. The SW80 was parity tested against the 2007 Specification S80. Hence the situation has now developed where there is currently no valid parity data between any of the engines in the Midget class. Disparity in engine performance has become major issue in 2008. Many Midget parents are extremely disillusioned with the present situation. A drastic reduction in Midget entries at meetings within the NSW Metro Areas is evident.

I also request that the eligibility date of 31 December 2008 be extended to 31 December 2010.

I urge the club to seek the support of the SKC in establishing parity testing in the Midget class and correcting the current imbalance.

**Being dealt with by National - Midget correspondence has been forwarded to the NKC.**

**Item 8b – AKA Nassau Panel Stickers**  
**Proposed by Central Coast Speedway Kart Club**

CCSKC requests an exception for speedway from the compulsory use of the AKA Nassau Panel Stickers. The stickers have not trialled successfully on speedway due to the harsh environmental conditions of the sport. The continuation of this will result in significant cost to the AKA due to limited life span.

**Motion:** Forward agenda item 8b to National Office for inclusion in the April NKC Meeting agenda.

**Bob Gallagher to raise the issue with the NKC and apply for dispensation or arrange for a different kind of sticker.**



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**Item 8c – Clutches for Speedway Clubman Classes**  
**Proposed by Central Coast Speedway Kart Club**

See correspondence attachment number 1

Central Coast requests that all Speedway Clubman classes be ruled exempt from the mandatory use of a clutch in 2009 and beyond.

Reason: Currently 99% of karters that race with us, use a 9 tooth front sprocket. We are told by the manufacturers that no clutch made can support the use of a 9 tooth sprocket. The minimum size is a 10 tooth. The use of a 10 tooth sprocket would increase the size of the rear sprocket; which in turn would cause the rear sprocket to contact the ground on the rough speedway tracks, and also constantly throw and break chains.

**Motion:** Forward agenda item 8c to National Office for inclusion in the April NKC Meeting agenda.

**Amended Motion:** Forward to National for the 2008 Committee Conference.

**Moved** Carried

**Item 8d – AKA43 Airboxes**  
**Proposed by NSW Speedway & Central Coast Speedway Kart Clubs**

**Motion 1:** That a full exemption be granted for all speedway karting classes from Rule 25.24(a) and 25.24 Part 1 – Specific (a).

**Motion Lapsed (not moved)**

**Motion 2:** (If motion 1 approved) Add as Rule 25.24 Part 2 (c).  
All speedway karting classes (per Chapter 48) may use any previously registered AKA Noise Induction Silencer per Chapter 25.24 (up to and including 2006 AKA Manual)

**Motion Lapsed (not moved)**



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Speedway need to have the AKA Airbox from the 2<sup>nd</sup> April 2008 and if there are concerns with the internal filter the clubs will need to liaise with Trevor White.

**Item 8e – Calendar Change**  
**Proposed by Tamworth**

**Motion:** TKRC requests to change their June 2008 race date from the 15<sup>th</sup> to the 22<sup>nd</sup>.

**Moved** Lismore

**Seconded** Sydney

**Motion** Carried 24-0-0

**Item 8f – Loan Application**  
**Proposed by Tamworth**

TKRC will be submitting an application for a loan for track works.

**Application to be forwarded to the clubs as a postal vote together with a report from Max Laybutt.**

**Item 8g – Term of Officials**  
**Proposed by Tamworth**

Recommendation to NKC that Clerk of Course and Chief Stewards currency remain for three years rather than having to upgrade annually.

**Motion:** Forward item 8g to the National Office for review by the NKC.

**Motion lapsed (not moved)**

**Item 8h – Loan Application**  
**Proposed by Lismore**

Lismore will be submitting an application for a loan for track works.

**Application to be forwarded to the clubs as a postal vote together with a report from Max Laybutt. Current audited accounts required.**



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**Item 8i – Comer W80 with tuned exhaust for Rookies**  
**Proposed by Canberra**

Canberra Club members are aware that the Comer W80 when sold in other countries comes standard with a tuned exhaust system and we believe it has performance similar to that of a Yamaha J with restrictor plate fitted.  
Refer: <http://www.comer-topkart.it/intro.html>

We also believe that the Victorian Technical Committee has tested these engines with an AKA14 (standard J Exhaust Pipe) for comparison at Rookie level. Mr Kevin McKinnon was mentioned as the person that may have tested these engines previously.

The introduction of the Comer S80 to the Midget class has been recognised as the most successful introduction to Karting ever and has proven to be the ideal entry machine. The change from the S80 to the W80 due to the manufacturer now allows the AKA the opportunity to capitalise on the situation and consider the wider positives of continuing to use a W80 in Rookies.

The W80 would allow an engine to be used by a driver from Midgets to leaving Rookies, six years give or take a little at the very small cost of an exhaust pipe. This point alone may encourage more new starters to our sport and keep others from leaving.

With the urgent disparity issues with Midget engines now being addressed it would be timely to test or confirm previous testing of these engines with the aim of introducing them into Rookie Class ASAP.

Canberra Club propose that the SKC action this investigation as a priority and provide feedback as soon as available via our email system.

**Motion:** Forward item 8i to the National Office for review by the NKC.

**Motion lapsed (not moved)**

**Item 8j – Temporary Affiliation Suspension**  
**Proposed by Canberra**

Non AKA Events State Policy – Correspondence No. 2



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Canberra Club believes the Temporary Affiliation Suspension period is excessive when our circuits are rented to others for One day but Affiliation is removed for Three days or a rental for two days results in Affiliation being withdrawn for Four Days.

Clubs should be allowed to raise funds from circuit hire without undue penalty to their members.

**Motion:** That the Temporary Affiliation Suspension period only cover the same period as any rental, from midnight to midnight on those days.

**Motion Lapsed**

**Item 8k – Licence Dispensation**

**Proposed by Port Macquarie**

Correspondence No. 3 – Correspondence from Mr Buchanan

To the SKC this is a request for the licence of Brady Buchanan a rookie driver in our club to be upgraded before his birthday. Brady is 14kgs over in his class, but regularly attends meetings with only one or two in them. With the Junior Challenge at PMKRC there was 10 in the class and Brady was in the middle to back end of the field because of his weight. Brady is a good safe driver and has been driving for 4 years now and is showing great skills for his age. I as a CofC watch him drive in a field of 10 at the Junior Challenge and would be happy to see him move up in the junior classes ASAP to give him a fair chance in a weight class. Brady's licence number is N6012.

Thank you for taking the time to look at this case.

**Motion:** Forward request to the National Karting Council meeting at the Committee's Conference.

**Moved** Dubbo

**Seconded** Goulburn

**Voting** 23-0-1

**Motion** Carried

**Item 8l – Technical Committee Conference Agenda Items**



**Australian Karting Association (NSW) Inc**  
**State Karting Council Meeting**

Panthers World of Entertainment  
Saturday 15<sup>th</sup> March 2008

**Proposed by State Technical Officer**

Rule 25.17 Engines and Transmissions or Rule 25.27 Batteries  
Add to rule - External starters to have dry or gel CEL batteries only.

Reason: Safety issue if wet battery is leaking drivers may get acid in eyes on out grid sitting in kart when someone walks by holding starter.

**Motion:** Forward Item 8l to National Office for inclusion in the Technical Committee Conference Agenda.

**Moved** Dubbo

**Seconded** Tamworth

**Voting** 24-0-0

**Motion** Carried

**Item 8m – Technical Committee Conference Agenda Items**  
**Proposed by State Technical Officer**

Rule 23.02 Bead Retention

Add to rule – Bead retention must be used in the following classes:

Open

All 125cc classes

Reason: As all these classes are using soft compound tyres at 10PSI or less (safety issue).

**Motion:** Forward Item 8m to National Office for inclusion in the Technical Committee Conference Agenda.

**Moved** Dubbo

**Seconded** North Shore

**Voting** 24-0-0

**Motion** Carried

**Item 8n – Technical Committee Conference Agenda Items**  
**Proposed by State Technical Officer**

Rule 26.01 CC Plugs



**Australian Karting Association (NSW) Inc**  
**State Karting Council Meeting**

Panthers World of Entertainment  
Saturday 15<sup>th</sup> March 2008

Add to rule – As per type 1, 2, 3, 4 to be stamped on plug.

Reason: Having CC plugs stamped 1, 2, 3, 4 makes it easy for admin to deliver correct plug to customers.

**Motion:** Forward Item 8n to National Office for inclusion in the Technical Committee Conference Agenda.

**Moved** Wollongong

**Seconded** Lismore

**Voting** 24-0-0

**Motion** Carried

**Item 8o – Licence Dispensation – Jeremy Guymer**  
**Proposed by Canberra**

AKA Executive

We are writing to apply for an early entry for our son Jeremy Guymer CKRC Member Lic No. 9891 to move into Juniors three months early.

His current overall weight with Kart is 117 kgs with no fuel. With this in mind Jeremy can no longer compete as a Rookie.

If the Executive reject our application for Jeremy to move to Juniors this would mean that he would have to sit out the next three months race meetings and practise. Jeremy is 11years and 9 months old with two and a half years experience and holds a B Grade Licence.

Your consideration in this matter would be very much appreciated.

Yours Sincerely

MICK GUYMER  
CEO - CKRC

**Motion:** Forward request to the April National Karting Council.

**Moved** North Shore



**Australian Karting Association (NSW) Inc**  
**State Karting Council Meeting**

Panthers World of Entertainment  
Saturday 15<sup>th</sup> March 2008

**Seconded** Grenfell

**Voting** 24-0-0

**Motion** Carried

**Meeting closed 2.10pm**