



To: Karting Australia Ltd.

CEO
KA Chairman
KA Board members

Following are questions of concerns that the Victorian clubs have put forward to be presented to Karting Australia. The clubs look forward to receiving answers from Karting Australia.

Q: Can we please have it clarified if the WOSR document is either a proposal or a new framework for karting to be implemented as written effective from January 2015?

Q: KA has said in the press release that all members were consulted? What was the mechanism used for this? How were our views presented for consideration?

Conflict of interest:

Q: Can you please explain how the subject of conflict of interest was adequately and transparently addressed? This is of particular interest with respect to allocation of distribution rights of engines etc but may apply to other aspects.

It has become well rumoured that the importer of the Mini – ROK engine is Mr Paul Feeny. It is also rumoured that this man is both a personal friend of KA Chairman Mr Mick Doohan and also on the Competition committee. We do understand that the granting of a distributorship would have been up to Votex, can you please confirm the rumour and also that you consider that this is proper and ethical?

Q: New Engines:

- Can you please explain the pricing proposed for the engines selected?
- Please confirm that the Vortex Mini – ROK & IAME KA100 engines to be used in Australia must be “stamped” and provided via the Australian Distributor, which means that no imported engines would be allowed to compete within Australia?
- Is there a royalty to KA from each engine sold?
- There needs to be complete transparency about the tender process and pricing structure for these motors. There is too much innuendo and lack of communication and this need to be made public in order to be accepted by the members.
- If the new engines can be used as of January 2015 , can you please confirm the availability of both the Vortex Mini ROK and the IAME KA100 prior to January 2015?
- A) are there any insurance issues associated with using these engines on Club tracks before January 2015 (IE not listed in the Karting manual 2014)?
- B) If insufficient engines for all who wish to purchase then who gets them?

- **To encourage existing Comer –SW80, Yamaha KT100J & Yamaha KT100S owners to move to the new engines, would KA consider a rebate scheme to offset the cost of the new Vortex Mini – ROK & IAME KA100 engines?**
The introduction of the Vortex mini – ROK and Micro – Max/Mini Max at the same time has the potential to reduce the number of competitors at club level. Parents may only be able to purchase one engine type.
- **Implementation of New motors - Can this be given at least an extra 12 months for club level competition?**
- Parity of the new engines compared to current engines? Some form of guarantee needs to be given by the manufacturer and importer to ensure the complete acceptance of these new motors. Most people are happy to transition to new motors if parity is real and see the need but need to be certain about parity of performance out of the box.
- Cost of the new engines is high? The listed price appears to be highly inflated and does not truly reflect the market.
- They are air cooled with on board starters. However the pricing appears to be comparable to the cost of the larger capacity, water cooled engines used in Tag125 which include more ancillaries. These engines appear to be overpriced especially considering the buying power of a single supply. A straight forward comparison of the IAME KA100 to the current IAME X30 from the same manufacturer is a case point. Age of technology, these engines are believed to be “fairly aged”?
A future and possibly current, concern with the noise and emissions from the air cooled two stroke engine are not addressed in the selection of engines.
- Engine tolerance paperwork? The IAME KA100 has tolerances over .10mm will this make the engine cost more as blueprinting will be required?
- Engine Claiming rule?? Should NOT be considered has been tried in other sports and has not worked.
- What if more than one competitor wishes to “claim”?
- Will KA administer the claiming transactions?
- Will the Yamaha and KA motors be able to run together on club days? If so will there be any parity issues?

The introduction seems a bit aggressive, a slower phase in period should be considered as per below:

2015 National and state titles, national trophy cup events but excluded from club events.

2016 Across the board eligible everywhere.

Q: Micro Max – Mini Max

Are these to be run in conjunction with existing Cadet 9/cadet 12 ? Or are they another 2 classes to be added ??

Why at club level? This is an extra class not needed at club level.

Q: Class and age structure change –

The proposed age limit changes has a major impact on a number of Karter's who have recently purchased equipment, the changes will put them into a new weight class that is unsafe or had previously planned "another year" in their current classes.

Needs to be:

- Cadet 9 – move up any time after 9th Birthday but must move up end of year of 10th Birthday
- Cadet 12 – move up any time after 12th Birthday but must move up end of year of 13th Birthday
- Junior – can move up at any time after 15th birthday but must move up end of year 16th birthday.

Permit the elite to move up at the earlier age if they wish. The age limits for licence levels needs to be more flexible. The different levels of growth, maturity, size and weight needs to be taken into account when determining cadet/Junior/Senior status rather than age.

Q: Clarification/definition needed in regards to Club competition/trophy event /cup events etc , and issuing of permits.

- Victoria holds Club days – club members only. Are these classed as priority 8 or 9 ?
- Series – Golden Power / Victorian country are these classed as priority 6?
- Explain difference between National cup event and priority 5 National trophy event?
- Traditional events?
- Why have permits for series be taken away from states ?

Clarification on the permit structure and fee for State and National permits?

Q: Under 15 restriction

KA doesn't have the right to parent our children. We understand the intent but for "away" Events, children would need to be away from school anyway for travel and/or set up on the Friday.

It should be up to the parents to decide if their children miss school for sporting events not KA. They will miss more school due to more travelling for titles etc on weekdays to get to events.

Q: State Championships –

Why the change to 4 rounds this will be more expensive to the Karter than a single event?

- Holding state titles simultaneously in all states and not allow interstate competitors will turn this family sport into an unaffordable and unachievable sport
- 4 rounds will be non – financial, both for the club and the state association.
- No class for clubman super heavies why?
- Clarify when an event is on what would be the exclusion zone for another race meeting to be able to be run at the same time? What are the Kilometres ? And what level event?
- Changed reduced format 2 heats and final why?
- Should be the same as the Nationals 3 heats 1 final?
- Why have interstate competitors been precluded from this event?
- Why are you not allowed to win a state championship in another state other than where you reside?
- Why is this event restricted to state members only?
- Why the reduced classes?

- Where is the value for money in having to race in a multi – round series to win a closed state title?
- What will be the cost to enter to cover the loss of entries by the reduce number of competitors taking part, in order to cover the permit fee's etc?
- Can we still run our state closed title for black plate as a Single event?

What was the reason for KA to alter the current format for a National championship?

Q: Nationals – Clarification on how this series will be done.

- Why at National events are kart weights different to every other event?
Weights at 3 kilos more than light but no heavy or super heavy?
- Who selects the track for a National championship event?
- What is the reason for the multi rounds for National championships?
- Why are the weights not reflecting classes raced at state series?
- Why are classes reduced to 4 plus 3 CIK classes?
- What will be the cost to enter these rounds?
- Why have the heavier classes in Junior and Senior been excluded?
- Where is the value for money as stated in the review , in having to race 6 round series to win a National Championship and only being raced on the Eastern Seaboard?

Having 6 rounds will require more time off work to attend, cost of travelling to the eastern states on 6 occasions to compete will be more expensive for Karter's from WA,NT, TAS etc

What was the reason for KA to alter the current format for a National championship?

Q: Club events New Format:

- No warm up? What is the reason for this?
- Qualifying at one day events with 14 classes leaves no little time for racing?
- Qualifying on club days? These events are meant to emphasise on fun and learning/practicing?
- P plates no longer at the back – are they signed off by officials?
- What happens to existing drivers licence gradings?
- Is timed qualifying to be carried out at all race meetings? Or will computer draw grid positions be allowed? If computer draws are still going to be allowed how safe will it be for D grade licence holders when they will not be required to start from the rear of the grid, especially a 6 year old competing against older and more experienced competitors?
- Qualifying 110% - any new comer to the sport will be affected by this preventing anyone from racing at club level will discourage involvement. Club level is about learning race craft. Leave this for series/state and National events

Classes at race meetings:

- What level of authority will the clubs & VKA have over running of classes?
- Same class different engines?
- Same class different weights?

Q: Track grading.

- Is this to eliminate the smaller clubs? If so this will have the effect of losing more Karter's and officials from the sport rather than retaining and growing the sport
- When will the grading process commence so that 2015 event calendars can be finalised and submissions to hold events can be lodged?
- Who grades the tracks and how are they graded?
- Use of corner camera's, who supplies and cost involved?

Q: Chassis length –

Why do we need a controlled chassis length? Leave the rule as it is.

Cadet and Rookie chassis length to be 950mm to compete at State and National titles from 2016 and no 900mm chassis allowed.

- What prompted this decision to be made ?
- This will be an extra cost to the karter, as a majority of karters do not have a 950mm chassis. About 20% are 950mm the rest are less.
- No second-hand karts will be able to be purchased?
- The 950mm should only be used with the new engine.

Q: Camera's on Karts

The requirements to have two mini – cams for a wide variety of events from 2015 adds another cost to the competitor. Is this necessary?

- Would this produce longer steward's hearings?
- Would there be a penalty for not having the camera turned on/battery flat/malfunction etc therefore not providing video evidence?
- Should have cameras on each corner not on every kart.

Q: Officials – improved training and assessment better retention???

Explain in more detail how this will be achieved?

- How was the officials section of the review conducted , the interpretation and finding appears somewhat incorrect, stating that the officials accreditation was not competency based, whereas officials such as stewards,Clerk of Course at at present required to undergo ongoing training under more experienced officials and then do both a written questionnaire and an on the job assessment prior to upgrading to the various levels, how was this synopsis arrived at?
- Why must you have some form of accreditation?
- Why have we more and more positions to run a race meeting

Q: Mechanic / Pit Crew licence: Is there a cost associated with this licence?