

November 2003



## *Open Letter to TEKA Members*

In the July Newsletter this year, I stated that the challenge for our continued growth is to have ongoing access to AKA facilities. Access to these tracks opens up the flexibility for us to manage a series calendar and for you to enjoy a variety of tracks. This letter explains what steps TEKA have taken since July to enable this to happen.

In July 2003, the National Sports Commission (NSC) and CAMS hosted a National Governance Meeting for Karting attended by 25 of Australia's most senior karting officials. The meeting was organised to find solutions to declining karting members and uncover possible structural issues with the national karting body, the AKA. CAMS is the National Sporting Authority (ASN) for motor sport in Australia, delegated this responsibility by the Federation Internationale de l'Automobile (FIA). AKA are the delegated body of CAMS to run karting in Australia.

Richard Davidson attended this meeting as TEKA's invited representative. As you are all too aware, TEKA has faced some challenges with access to AKA track facilities so we were keen to attend to add any input we could to secure our future. One of the most important outcomes of this meeting for TEKA was that CAMS have a strong desire for all forms of karting in Australia, possibly including commercial activities, to be conducted under the umbrella of the AKA. Refer to the attached press release.

Although not documented, CAMS, the NSC and the delegates at the meeting agreed that it is inevitable that all karting should and will come under the one controlling body, it is just a matter of time.

Following the meeting, the TEKA committee discussed what this meant for TEKA, and came to the following conclusions:

- TEKA could continue the same as we are, ie maintain the existing minimum level of public liability insurance and hire private facilities at limited venues which may be further at risk over time.
- TEKA could explore other insurance which has been the reason the AKA has used to reject our requests to hire AKA facilities. Our enquiries have met with resistance and only a very limited number of insurance companies will insure karting and these companies question why we are not under the national controlling body, ie AKA.
- TEKA could investigate coming under the AKA umbrella for calendar year 2004.

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Regarding option 3, the TEKA Executive held a meeting with the AKANSW Vice President immediately after the Governance meeting and we were of the opinion that if we wanted to explore this option now would be ideal timing. The AKA would be very open minded to requests of this sort which would demonstrate to CAMS their willingness to accept other forms of karting. We believed it would be easier to present our position now rather than be forced into the AKA without the opportunity to have input in rules and structure.

TEKA then requested to present to The AKA National Conference in August with the objective to:

- Obtain the AKA's agreement that TEKA should be an affiliated association to AKANSW and to understand the steps necessary for this to occur.
- Present our ideal competition rules for Endurance Karting in Australia for the AKA to insert in to the AKA Manual as an additional chapter.
- Make a formal request for homologation of the Honda GX200 engine
- Explore the option of a Single Event Licence for encouraging new comers into the sport.

As preparation, TEKA submitted a formal homologation request for the GX200 engine and also prepared an Endurance Karting Chapter for inclusion in the AKA Manual. TEKA believed it was critical to our future to ensure that an Endurance Chapter reflected, as closely as possible, our current rules and regulations. This would ensure as smooth a transition as possible for our members and our sport.

Peter Brien and Brett Parker attended and presented to the AKA National body in Melbourne and received very positive feedback. There was no opposition to our objectives and time lines were established for everything to be in place before the end of November 2003.

## *Outcomes*

### **Nationally**

TEKA understand that homologation of the Honda GX200 engine is almost complete. Once the engines have been homologated, AKA Licence holders and Practice Licence holders can practice at any AKA track with karts powered by the GX200.

TEKA have pushed very heavily for Single Event Licences (which under the AKA are not available). Single Event Licences are a great way for newcomers to be introduced into the sport. We also understand this is agreed and now is a matter of process.... a terrific result.

An "Endurance Karting Chapter" (prepared by us) has been accepted by AKA national body with some modifications and is due to be ratified in a week or so. This is virtually our current rules with some changes surrounding officials for events and processes.

### **State Level**

TEKA's request to be affiliated with AKANSW is also due to be ratified in a week or so by the NSW State Karting Council of the AKA. Affiliation is, of course, still subject to agreement by TEKA membership.



## *Affiliation with AKANSW - Pro's and Con's*

### **Pro's**

- Affiliation with AKA means that TEKA no longer need to find our own insurance as this is provided by the AKA who control most tracks.
- Drivers, officials and volunteers are also covered under the AKA insurance.
- Homologation means that you (providing you have an AKA Licence) can use your kart at any AKA track for racing and practice.
- Endurance Rules in the AKA Manual means that we receive national recognition of endurance karting which will assist the growth of the sport. The rules are also nationally agreed and consistent which is a positive move for current and future competitors.
- Race fees may be reduced because insurance costs are eliminated.

### **Con's**

- For you, the TEKA member it will mean that you will need to become a AKA Licence holder in order to compete in a TEKA event. The current fee for a 12 month Licence is approx \$275 which incorporates all insurances including personal accident. You will still need to be a member of TEKA.
- We will have some extra administrative issues such as racing under the watchful eyes of Clerk of Course and Stewards.

## *Going Forward*

TEKA members now have a decision to make. We can either stay as we are and face the likelihood of further isolation by the controlling body of karting (and motorsport authorities in Australia), or become affiliated with the AKA and get the benefits of almost unlimited track access for both racing and practice. Even if we can secure insurance similar to the AKA, this does not guarantee access to AKA tracks and the national, state or local karting bodies can decide on a whim not to allow us to run.

TEKA is confident that, under AKANSW affiliation, other than administrative issues and the need of additional officials for events, we will see little change in the management and organisation of our events. That is, we have a win-win situation.

On Wednesday November 12th between 8 and 9pm, TEKA will hold a question and answer night at Heathcote Citizens and Services Club and TEKA Members are invited to attend. In December we will hold the AGM, when you will be asked to vote to either:

- 1) Accept the affiliation of TEKA with the AKANSW or
- 2) Remain as we are with no access to AKA tracks.

The other issues such as Rules, Homologation and Single Event Licences are going ahead with the AKA national body irrespective of our affiliation with AKANSW, so endurance karting will be a recognised form of karting by the AKA whether TEKA are involved or not.

If you have any comments to make on this topic or would like to speak to the Committee, keeping in mind that no final decisions have been made and cannot be made without your vote at a general meeting, then please feel free to contact us.

*Brett Parker*

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## **PRESS RELEASE**

### **AKA TO EXPLORE REVISED GOVERNANCE STRUCTURE**

Donald Wells, AKA President, announced “that the AKA will explore the development of a revised structure” following a forum held in Sydney, attended by 25 of Australia’s most senior karting officials.

“The group considered the impact of current governance structures on the effective running of the organisation and consequently on the practical operation of the sport,” Wells said.

“Participants at the forum focused on the conceptual constitutional and structural reforms that would be required for the AKA to enhance its performance. The level of insight displayed by participants and the consensus that emerged during the workshop was enormously encouraging”, Wells continued.

During the forum participants agreed that any revised constitutional or structural arrangement adopted by the AKA should embody:

- Enhanced corporate and sporting governance;
- Clearer delineation of strategic and operational responsibility;
- Retention of appropriate state based sub-structures;
- Retention of not-for-profit status;
- Capacity to manage all disciplines of karting activity in Australia;
- Membership with multiple levels to encompass members of affiliated Kart Clubs;
- Equal and fair representation of members;
- A mechanism which effectively and productively engages the Karting Industry in Australia;
- Appointment of independent people in addition to elected delegates and officers to promote skills based governance;
- Revised delegation to specialist sub-committees with policy provisions from the NKC.

As a result of the forum it was agreed that the NKC authorise convening of a working group drawn from within the participants to develop and expand a document containing agreed concepts for further deliberation prior to the end of November 2003.

Wells outlined that the proposals, when examined by the reconvened forum, will need to be subject to an agreed implementation program and formally adopted under the arrangements of the current Constitution of the AKA.

July 20, 2003