

In response to the J CNC Liner thread in Kartbook, there are some points that needed to be clarified so the following hopefully achieves that purpose.

The main comment to make is that the proposal by STRIKE to the AKA is just that, a proposal. It is no secret that the AKA (the NKC in this case) has now, for all of its meetings, allocated some time to future planning. It is not a rule change. This is nothing less than its karters should expect. It is also no secret that the Midget/Rookie/ Junior class engine is under review and has been for some time. Pursuant to this was the presentation of the Mini-Rok engine in November last year. This is just one example of the many, many options available to the AKA, which is ultimately you, the licence holder.

The options can range between:

- Do nothing
- Allow grind to the line
- Contact Yamaha and see what they can do
- Take up an option such as this one from STRIKE
- Introduce another engine
- Look at all future alternatives such as 4 stroke, electric etc

Any talk of royalty to the AKA is part of our proposal and absolutely not from the AKA. They only got the document days before RV posted it on Kartbook.

On to the AKA, I have had a bit of a look on the Kartbook site and there is one common denominator and that is a passion of the sport and this is great. I am not trying to be patronizing here, but it is a fact. As with politicians, I reckon that if they (the AKA) get 80% of things right (to my mind) then they aren't doing too bad. However, like virtually all of us from time to time, I squirm when I see some decisions, but that's the (or less than) 20%. The NKC are just a bunch of guys doing their best in a voluntary role that they were elected to do so by their state.

To criticize them, is ok to a point, but eventually you have to put up or shut up. It is easy to sit behind the keyboard (as I am doing right now), but the next step of progressing your constructive ideas towards the future of karting is to enter the democratic system that is in place. Get onto your club committee, get onto your state council, get onto the national council. If you get there it means that you have the support of others and you can then apply your ideas. The alternative is anarchy, look at Egypt right now.

If the proposal has been thoroughly read and digested (it is not a short document), I think that it is pretty clear that it suggests pros and cons and some initial logical steps to be followed. It is a document that has had much input & feedback from a range of people within the karting fraternity and I thank them for that.

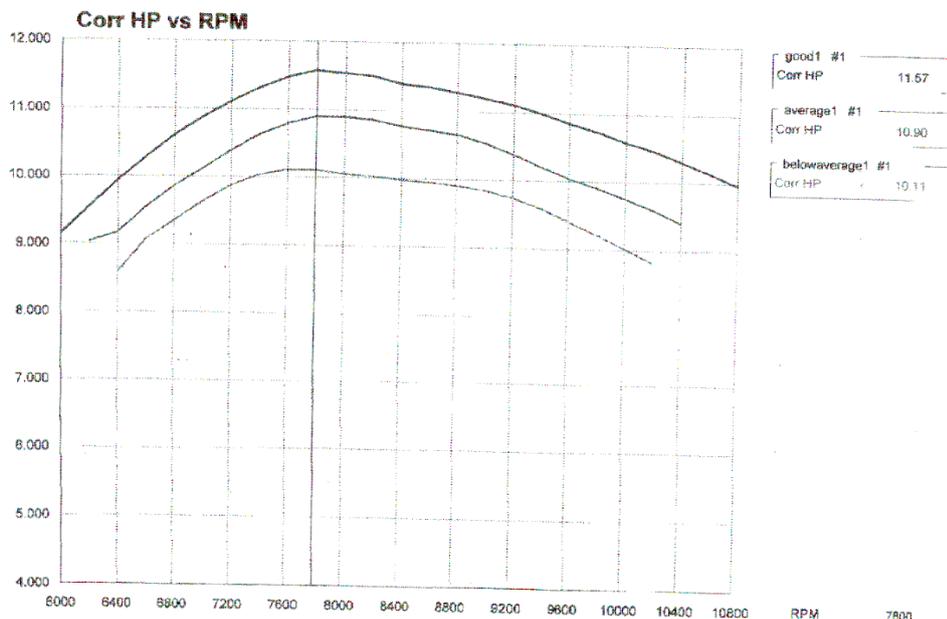
As to subscribing to some world class, I ask why? Should we give up the V8's and make way, for example, to the BTCC to watch some irrelevant (not available in Australia) cars? Nope, we are Australians and have our identity and let's respect that. There is logic in certain international unification, eg electrical voltage & frequency, vehicle emissions etc. However, it seems every country has its engines or class structures that are historical, developed and functional. If they work, then why change?

It is not a panacea for the supposed declining numbers in the sport. It is a suggestion to provide an improved level of parity to a significant component of karting (in this case an engine which is used in very large numbers over a range of classes) and to provide a confidence to those using that component that it is not necessarily a "lots of money is required for success" sport, thereby giving some comfort to those using the engine.

Declining numbers? In WA, some small flooding, usual fires, no kart tracks being removed away from the CBD, some good decision making with classes (due to the Sportsman class freedom), the GFC is over, high level of mining activity and that we have the nationals here in a few months, so things are going well over here with good and growing attendances at all our tracks.

I am a karter. I run in an old fart's J class that we have over here in WA. Start them at the back of the pack, hope they don't hurt each other and give them some sort of prize at the end of the year if they haven't got dementia by then. If all goes well, we don't crash into each other, put the kart back onto the ute, go and have a beer, tell some jokes, have a laugh and come back next time. Fun. That's what we say, but it is still neat to beat that other dude. To be overtaken on the straight, looking the other guy in the eye as he passes you (because he has a "good" engine) is not neat.

There is disparity. Have a look at the attached of 3 different engines tested on the same dyno.



These power curves are from one engine builder, but are typical as confirmed by others.

The proposal from STRIKE is not to make a radical change, but to recognise and appreciate what we have and try to improve it. That's not to say it is the correct way forward (although we consider that it is), but the more constructive comments, such as from this forum, can well influence the future of this area of karting.

I consider that all in karting should acknowledge the continuity of support, supply and contribution by Yamaha over the last 25 years or so, and have clearly nominated that they should be firstly approached as to their position as to refining their product, the KT100J engine. Should they decline, then our proposal is just one alternative option for the future.

Is it just another way to make money? For us the answer is yes. Every business must strive to grow and mature. The karting industry, as any industry is competitive, but we all have to make a buck if we are to survive. Does anyone out there go to work 40 hours a week for nothing? No, we all have to eat, keep dry, pay the mortgage, service the wife and feed the kids. If any is left over you can get a go kart and go racing. So, after you win or get beaten, when you are lying in bed that night, if you feel contented that you did your best against good competition with close parity, then that's it. There is not much more to ask.

If any of the above is considered as dribble by any, I do apologize for that.

Keep up the constructive comments, not just on our proposal, but the total range of options

Thanks

Ken Seeber.

STRIKE PRODUCTS

2 Feb, 2011.